SPECIAL ISSUE

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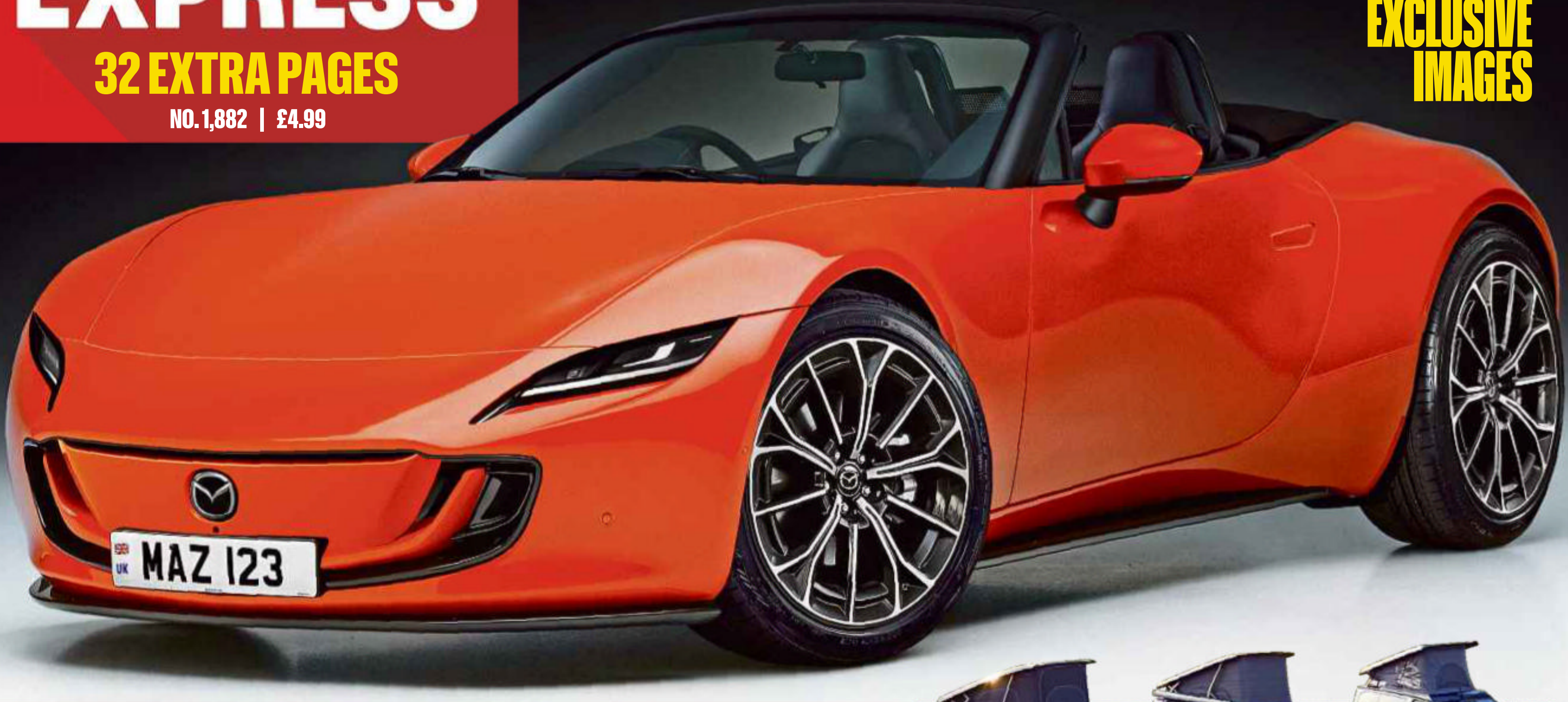
MAZDA'S NEW MX-5

SCOOP Shock reinvention for lightweight roadster

EXCLUSIVE IMAGES



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New Enyaq RS

NEW SKODA vRS

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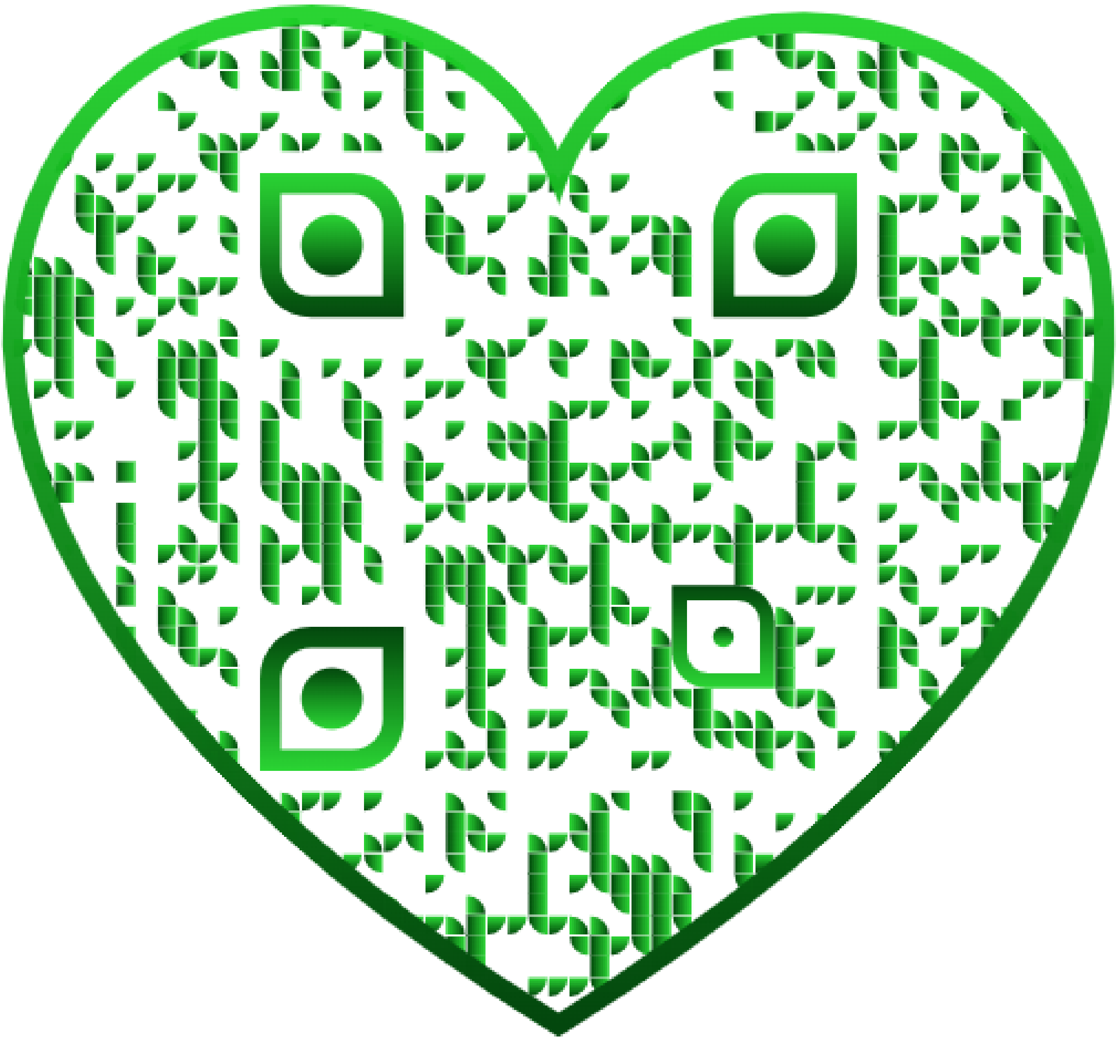

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AUTO EXPRESS

CONTENTS

NEWSWEEK

Mazda MX-5 8
Shock reinvention for roadster

Skoda Enyaq vRS 12
Wraps are off new hot SUV

British tech breakthrough 15
UK motors to power AMG GT EV

Volvo XC70 16
Familiar name reappears on new SUV

Driving test shake-up 19
Less focus on emergency stops

Mercedes CLA 20
New EV can't use most UK chargers

FEATURES

Bidirectional charging 22
What it is, and how it benefits you

Best road trip cars 36
Our team choose their favourites

NEW CARS

Aston Martin Vantage 24
Gorgeous roadster is stunning to drive

Volkswagen Tayron 28
Seven-seat SUV tested

Audi SQ5 32
Petrol power only for hot SUV

Mercedes-AMG E 53 Estate 34
Rapid wagon may be ultimate Q-car

ROAD TESTS

Camper vans triple test 40
New VW vs Citroen and Mercedes

Our cars: BMW 530e 58
The more we drive, the more we like it

Our cars: Volvo EC40 60
Sleek EV impresses on holiday

PRODUCTS

Product Awards 62
The best products of the past year

BUYING CARS

Column 97
Why you shouldn't ignore base models

Driver Power 98
Your verdict on BMW X3

Buyer's guide 100
Subaru Forester is left-field choice

Best large SUVs 102
Our test team's top choices

8 **NEW MX-5**
Exclusive images reveal what's in store next for Mazda roadster

ENYAQ vRS 12
Skoda takes the wraps off eagerly awaited new 335bhp electric SUV

24
ASTON VANTAGE
New convertible has a hardcore feel

32

AUDI SQ5
Rapid new Q5 range-topper comes with 362bhp and plenty of luxury technology

40
ROAD TEST
Mercedes, VW and Citroen homes from home go head to head

REGULARS

RUTHERFORD 114
Car makers are finally realising that people will buy cars when they start to reduce prices

NEW CAR PRICES 106
All the details you need to know before you head to the showroom

SUBSCRIPTIONS 94
How to get Auto Express delivered direct to your door and save money

PRODUCT AWARDS 2025

The best new automotive kit that you can get your hands on **P62**

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

AEX WE'RE a nation of car lovers unlike pretty much any other. New and used, we buy a disproportionate number of hot hatches, and a ridiculous number of convertibles, given our temperamental climate. We're agnostic and illogical in our love of all types of car.

In general, albeit with exceptions, we also love to take care of our pride and joy, whether it's a Fiat or Ferrari. Which is why I enjoy reading our product reviews and picking up tips – no-one else goes to the lengths we do.

The annual Auto Express Product Awards bring together 20 categories to pick out the products that will help you keep your car in the best possible shape, looking at value for money as well as overall quality. Several of our winners cost less than £10 – the cheapest isn't even £5 – and the majority aren't the most expensive in their segment. But we think they're the best.

"WE PICK OUT THE PRODUCTS THAT WILL HELP YOU TO KEEP YOUR CAR IN THE BEST POSSIBLE SHAPE, LOOKING AT VALUE FOR MONEY AS WELL AS OVERALL QUALITY"

So shop smart, and see which products we're happy to recommend across all kinds of car care, having given them a thorough going-over. Our long-standing testing legend Kim Adams recently handed over everything from a garage full of old car doors and bonnets (for comparing polishes) through to a stock of dead flies (for assessing car shampoos) to new testing guru Tom Barnard.

And that's without mentioning things like the freezer space required to see how well screenwash resists icing, or the hours our tyre expert John Barker spends out in the elements at test tracks comparing all sorts of rubber.

I won't spoil the surprise, but the overall winner is simple, clever, cost-effective and fundamentally great at its job.

Hopefully a flick through 29 pages of excellent products we recommend will spur you on to a bit of car care. Or at least some well intentioned shopping, so the right kit is on your shelf for when you do find the time and motivation.

Because (ignoring the inevitable rain storm or bird attack coming from nowhere in the seconds following a car wash) it's a simple and wholesome pleasure in life to sit back on a sunny weekend afternoon and look at your freshly gleaming car. There's just something therapeutic about hard work and shiny reward. And we've gone the extra mile to name the best products to get you there.

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

FIRST FOR NEWS

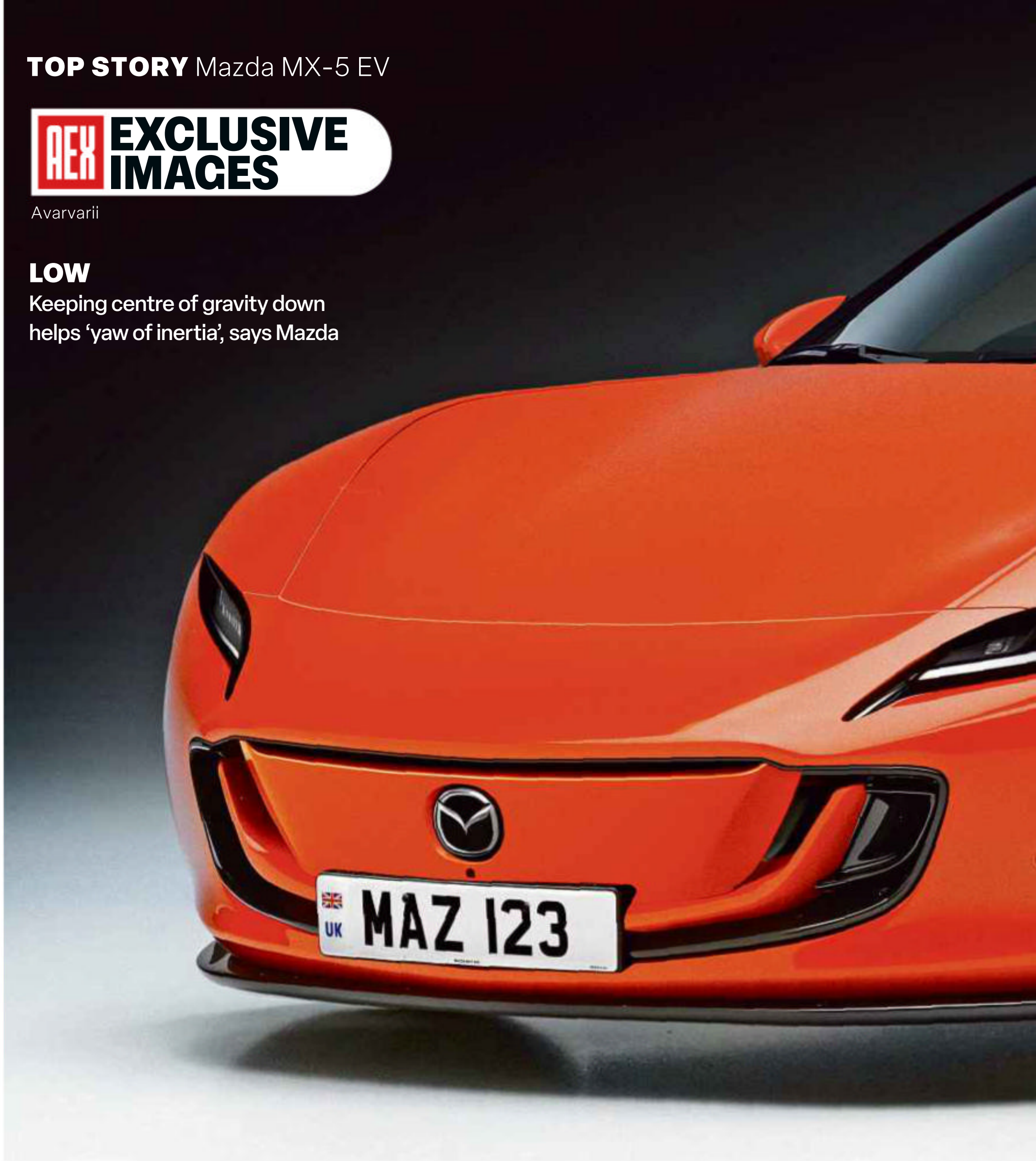
New Enyaq RS

12 **OFFICIAL SKODA ENYAQ vRS**
Hot new SUV breaks cover

15 **UK-MADE ELECTRIC MOTORS IN AMG GT**
Yasa to supply super-saloon

16 **REVEALED VOLVO XC70**
Familiar name to adorn new SUV

TOP STORY Mazda MX-5 EV



EXCLUSIVE IMAGES

Avarvarii

LOW
Keeping centre of gravity down helps 'yaw of inertia', says Mazda

SCOOP NE

REVEALED US filings suggest next generation of legendary roadste

Alastair Crooks

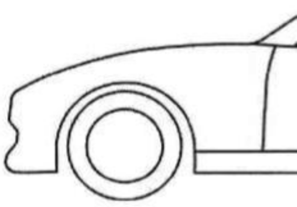
Alastair.Crooks@autoexpress.co.uk

THE current Mazda MX-5 has always been the antithesis of increasingly heavy electric sports cars, but this could change soon, because Auto Express has uncovered patents of an electric MX-5, and our exclusive images show how it might look.

The patents, filed last month in the United States, show batteries located in the transmission tunnel section in what is clearly an MX-5-sized vehicle. This is at odds with the 'skateboard' architecture seen on most pure-electric vehicles, which would make it difficult to create the MX-5's usual low driving position.

Placing the batteries in the tunnel is designed to retain the traditional size, shape and weight distribution of the MX-5. Mazda has also put batteries in front of the passenger seat and behind both seats. The battery in front of the passenger's seat can be swapped to the driver's side, which we assume is to cater for left and right-hand drive.

The idea of needing a 'transmission tunnel' in the first place suggests that

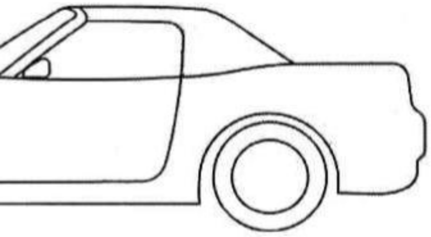


PATENT
Submission states that batteries will be mounted in the transmission tunnel to help preserve MX-5's handling

“POSITIONING THE BATTERIES IN THE TRANSMISSION TUNNEL HELPS TO RETAIN IDEAL WEIGHT DISTRIBUTION“

W MAZDA MX-5

r is set to be offered as a pure EV, as well as with Mazda’s efficient new Skyactiv-Z petrol engine



the set-up is based on an architecture shared between an ICE car – with a traditional gearbox mounting – and a pure-EV, although this isn’t mentioned in the patents.

Mazda states in the filing that “since the battery is installed in the tunnel portion, the gravity centre of the vehicle can be close to the actual centre of the car, thereby reducing the yaw moment of inertia more”.

The “yaw of inertia” Mazda is referring to here is, in essence, the vehicle’s directional change – lowering this helps make a car feel more nimble, a trait of the MX-5 since its launch thanks to the Japanese company’s renowned philosophy of ‘Jinba-ittai’ (horse and rider as one).

Information on the battery is slim, although Mazda does state it could be either conventional lithium-ion or even solid-state.

There’s no word on the size of the battery pack either, but given the focus on driving dynamics and keeping weight low, capacity will surely be kept to a minimum (although probably not as minuscule as the Mazda MX-30’s 35.5kWh unit).

The MX-5 has never really chased straight-line performance; the latest model has a 181bhp 2.0-litre engine and can dispatch the 0-62mph sprint in 6.5 seconds. Judging from these early patents, it seems like this strategy will be employed for the electric model, too.

Instead of going with a dual-motor, all-wheel-drive set-up, there’s only a single electric motor. It’s positioned just behind the seats in the middle of the car, powering the rear wheels – just as you’d find in any MX-5.

According to Mazda, the motor will be placed as close as possible to the battery to promote ‘lateral weight distribution’. Because the filing was made to the US patent office, it would suggest that the technology is destined for the American market.

In the filing, Mazda also notes the importance of weight distribution with not only the battery, but also the electric motor. “Since the motor is the heavy object, it greatly affects

MAZDA
MX-5
UK MAZ 123
YOKOHAMA

UNIQUE
If Mazda does build an MX-5 EV, it will have the market area to itself

the yaw moment of inertia that it is necessary to properly decide an installation position of the motor."

Mazda hasn't suggested how much power the electric motor will make, although the firm does have a number to choose from. There's the upcoming rear-wheel-drive 6e electric saloon, with a choice of 241bhp and 254bhp motors – both with 320Nm of torque. The MX-30 EV crossover, meanwhile, sports a 143bhp and 271Nm motor.

Mazda mentions the patent filing is based on a car with a roof, which "may be a fixed type, a detachable type or a foldable type", suggesting the MX-5's convertible form will remain, possibly alongside a foldable hard-top version like the MX-5 RF. The "fixed type" hints at a coupé version – something that Mazda toyed with during development of the second-generation 'NB' MX-5.

Another key element of the battery and motor placement in the MX-5 EV seems to be added practicality. By positioning the motor behind the seats, there's a front boot and a rear boot – possibly giving the electrified MX-5 more loading space than the current petrol-powered model, which has a modest 130-litre maximum.

As for the design, the patent drawings merely showcase the technological footprint, and nothing more. We've seen the Iconic SP concept hint at Mazda's future sports car style – and while it may point towards a return for the RX-7 with rotary power, it's possible the concept could influence the MX-5's design, too. This is what we've envisaged here with our exclusive images.

Throughout the MX-5's long lifespan, it's had a fair few rivals, including the BMW Z3 and Z4, Fiat Barchetta, Honda Del Sol and its closest competitor, the Toyota MR2, which is set for a comeback.

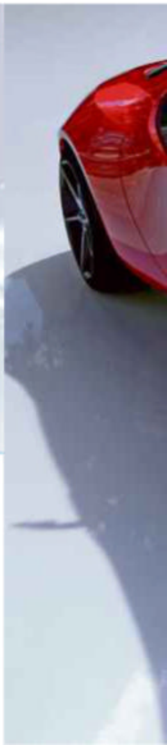
There was an initial plan to launch an all-electric MR2, which was previewed by the FT-Se concept in late 2023, although it's since been heavily suggested that the new model will come with a four-cylinder, turbocharged petrol engine.

That would leave the MX-5 EV in a field of its own. Porsche will bring out an all-electric Boxster before the end of the decade, and the MG Cyberster sits in the niche electric roadster segment already. However, the electric Mazda should undercut these by a significant margin, given the value for money that its sub-£30k predecessors have always delivered.

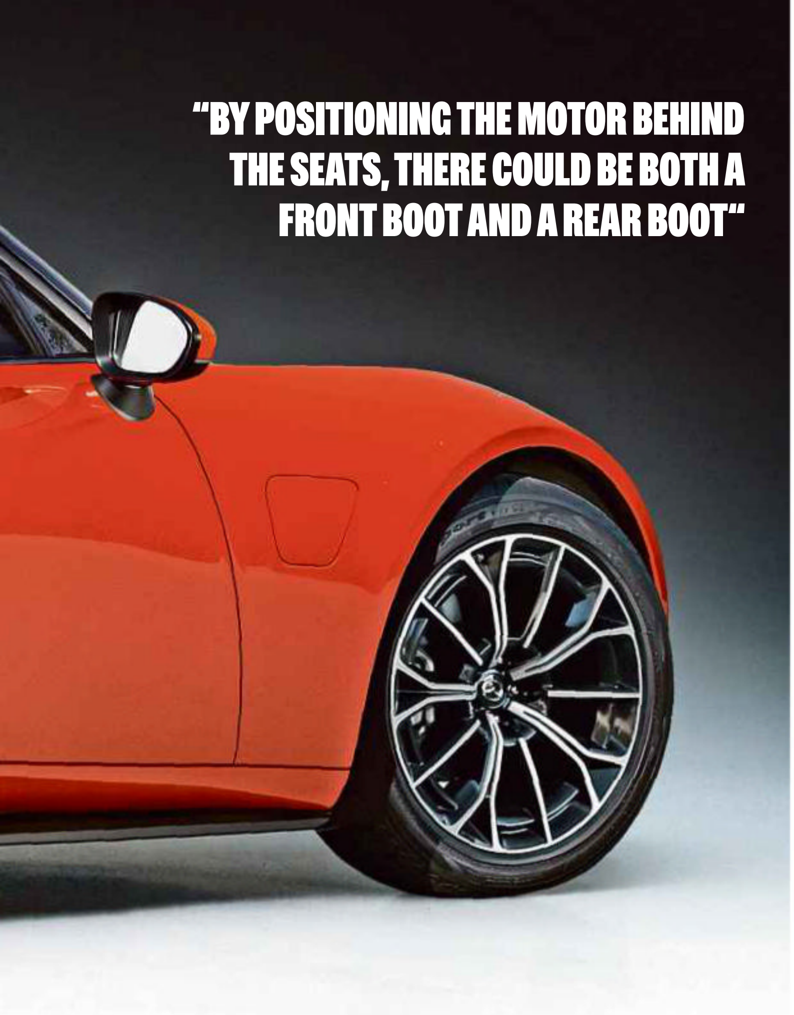
The patent filing – which is simply titled "electric automobile" – doesn't confirm the MX-5 will be electric-only, however. Mazda set out its "multi-solution strategy" earlier this year with the aim to "provide customers with the right powertrain sources", whether that's internal-combustion engines, hybrids or battery EVs.

As such, the replacement for the current 'ND'-generation MX-5 will arrive later this decade as the 'NE' model with Mazda's new internal-combustion Skyactiv-Z engine. The firm says the new powertrain will form the core of Mazda's line-up "for small products in the electrification era", while also meeting Euro 7 emissions standards. The engine has also been designed to achieve "high fuel economy" as well as deliver an "engaging driving performance", according to Mazda.

Skyactiv-Z will be first seen on the next generation of Mazda's big-selling CX-5 due in 2027 and will have the



"MAZDA MENTIONS THE FILING IS BASED ON A CAR WITH A ROOF, WHICH MAY BE FIXED, DETACHABLE OR FOLDABLE"



> “BY POSITIONING THE MOTOR BEHIND THE SEATS, THERE COULD BE BOTH A FRONT BOOT AND A REAR BOOT”

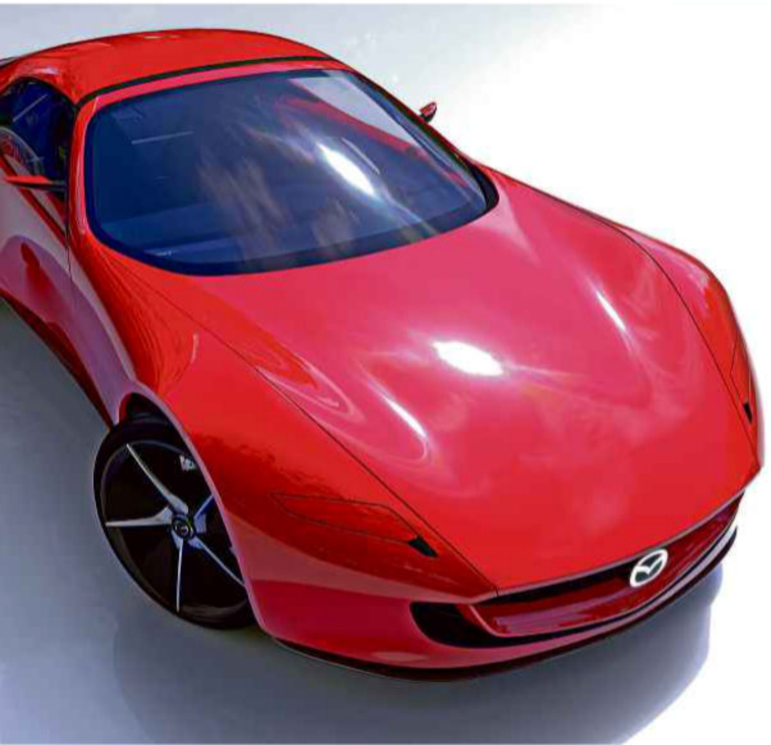
Avarvarii

potential for plug-in hybrid or mild-hybrid assistance. Given how important low weight is to the MX-5’s engaging driving dynamics, a mild-hybrid set-up would seem the most likely, and also help to promote the lifespan of the internal combustion-engined roadster.

This opinion was backed up by Mazda’s new Chief Technical Officer, Ryuichi Umeshita, who recently discussed a future internal-combustion engined MX-5 with a kerbweight of less than a tonne.

COUPE

Mazda toyed with a hard-roofed version for the second-generation MX-5, but it never came to fruition. It could happen for the Mk5



MAZDA MX-5 THROUGH THE AGES

Mazda got the formula right, and stuck with it

Mk1 (NA) 1989-1997

BACK in 1984, Mazda asked design teams from Japan and America for an affordable sports car, and their ideas ranged from a front-engined, front-wheel-drive concept to a mid-engined rear-drive layout. The American team, with its front-engined, rear-drive proposal got the MX-5 project rolling, and that layout has remained throughout the model’s life.

Mk2 (NB) 1998-2005

THE MX-5 Mk2 arrived in the late nineties and while it kept the same lightweight, rev-happy driving dynamics as the first model, it lost the pop-up headlights. Both generations proved extremely popular and like the Mk1, the Mk2 had the option of 1.6-litre and 1.8-litre naturally aspirated four-cylinder engines.

Mk3 (NC) 2005-2015

WITH its podgier styling, there was a worry the Mk3 car would lose the MX-5’s nimbleness. Those concerns were put to rest because the 35kg weight gain was minimal, and alongside the 1.8 there was a new 158bhp 2.0-litre engine and six-speed manual ’box. A limited-slip differential was also standard on cars with the bigger engine.

Mk4 (ND) 2015-PRESENT

MAZDA really worked some magic for the current MX-5. Not only was it lighter than the NC, but it also took a few kilos off the NB. A new entry-level 1.5-litre engine was introduced with 130bhp, although our pick of the ND range is the post-2018 model, which has a 2.0-litre unit with a higher rev limit and more power at 181bhp.

OFFICIAL

Skoda fires

REVEALED New flagship vRS model shares much

Richard Ingram

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HOT on the heels of its smaller sibling, the Elroq vRS, the Skoda Enyaq vRS has been revealed with the same pure-electric powertrain and 84kWh battery, but a slightly larger boot. Prices have been announced and first deliveries are expected later this summer, although orders don't open until 12 June.

As with lesser versions of the Enyaq, the vRS shares everything with the Elroq, from its platform and battery to its styling and cabin layout. Skoda has even revealed the Enyaq vRS in the same 'Hyper Green' paint, and from the front, the two cars are almost indistinguishable.

The Enyaq's 'Tech-Deck' face – a dark, blanked-off grille hiding myriad sensors and radars – is identical to the Elroq's, while both cars have the same lighting signature, with the main and dipped beams hidden in separate light clusters within the bumper.

Even the wheels (20 inches as standard, 21s optional) are a similar design – with aero covers to preserve as much of the SUV's range as possible. The Enyaq vRS gets slightly more body-coloured trim along the sills and rear bumper, where the longer overhang and bigger boot really separate the SUV from its more compact counterpart. The Enyaq gets a red reflector running the full width of the rear bumper, too, plus black Skoda lettering on the tailgate.

As before, Skoda will continue to also offer a Coupé bodystyle for the Enyaq vRS – shown here in grey.

Inside, the Elroq-inspired theme continues; a 13-inch infotainment display sits in the centre, linked to a five-inch digital instrument cluster. The Enyaq vRS gets an augmented-reality head-up display, area-view camera and a 635-watt, 12-speaker Canton sound system. Heated front sports seats with integrated headrests feature across the range, along with stainless steel pedal covers.

Two interior themes are offered: vRS Suite and vRS Lounge. Suite boasts a combination of leather and artificial leather with grey stitching, plus faux carbon-fibre trim. Upgrade to Lounge – as seen here – and you'll get a microsuede fabric mixed with artificial leather, plus contrasting green stitching. The theme continues for the heated steering wheel: the lime-coloured thread comes only with the optional Lounge pack.

If you thought there was little to separate the Enyaq and Elroq vRS visually, there's even less difference under the skin. Thanks to a dual-motor, all-wheel-drive powertrain producing 335bhp, both will do 0-62mph in 5.4 seconds. Top speed is 111mph.

Among the standard equipment on the Enyaq vRS are matrix LED lights, electrically adjustable front seats, three-zone climate control and those two interior screens. The sport chassis lowers the car by 15mm at the front and 10mm at the rear over the regular car, and sports tyres are fitted. Every version also gets uprated brakes, plus DCC adaptive chassis control.

Johannes Neft, Skoda board member for technical development, said: "We have made the range toppers of the new Enyaq family even more dynamic, while maintaining their high level of comfort and everyday usability. We achieved this in large part thanks to the progressive steering system and, above all, the revised sport chassis."

The 84kWh battery is said to be capable of "over 340 miles" of range, but Skoda doesn't quote an official figure, nor does it say how much more efficient the sleeker Coupé is. All cars support 185kW DC fast charging, for a 10 to 80 per cent top-up in 26 minutes.

Prices start from £51,660 for the Enyaq vRS SUV, rising to £53,560 for the Coupé. For reference, the Elroq costs £46,650, so you'll be paying a touch more than £5,000 for what is – on paper at least – little more than an extra 115 litres of boot space.

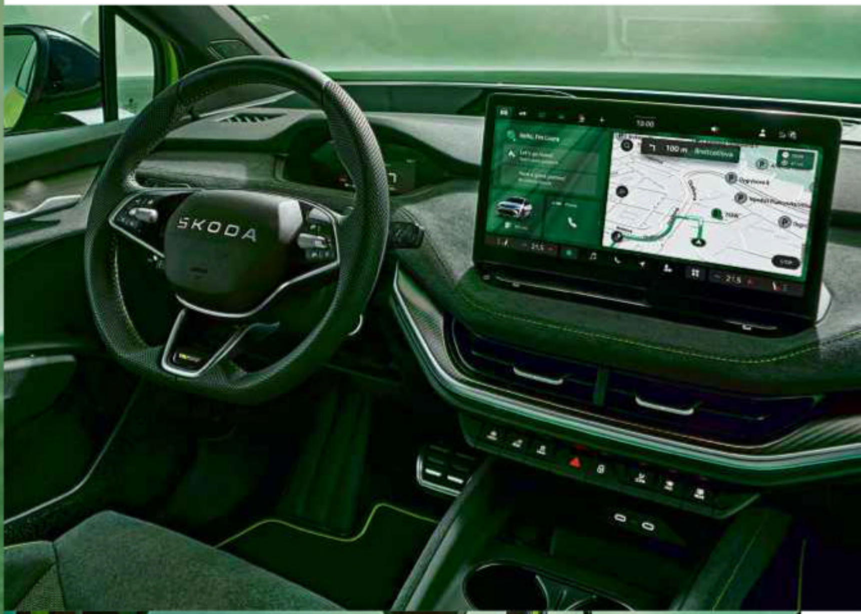
"THE DUAL-MOTOR, ALL-WHEEL-DRIVE POWERTRAIN PRODUCES 335BHP AND THE vRS WILL DO 0-62MPH IN 5.4 SECONDS"

SKODA
New Enyaq RS

STYLING
Front end of Enyaq vRS is virtually identical to smaller Elroq vRS. Both have the same lighting signature and 'Tech-Deck' face, plus similar wheels

New Enyaq RS

COUPE
vRS powertrain can be had in sleeker body, but at a premium of almost £2,000

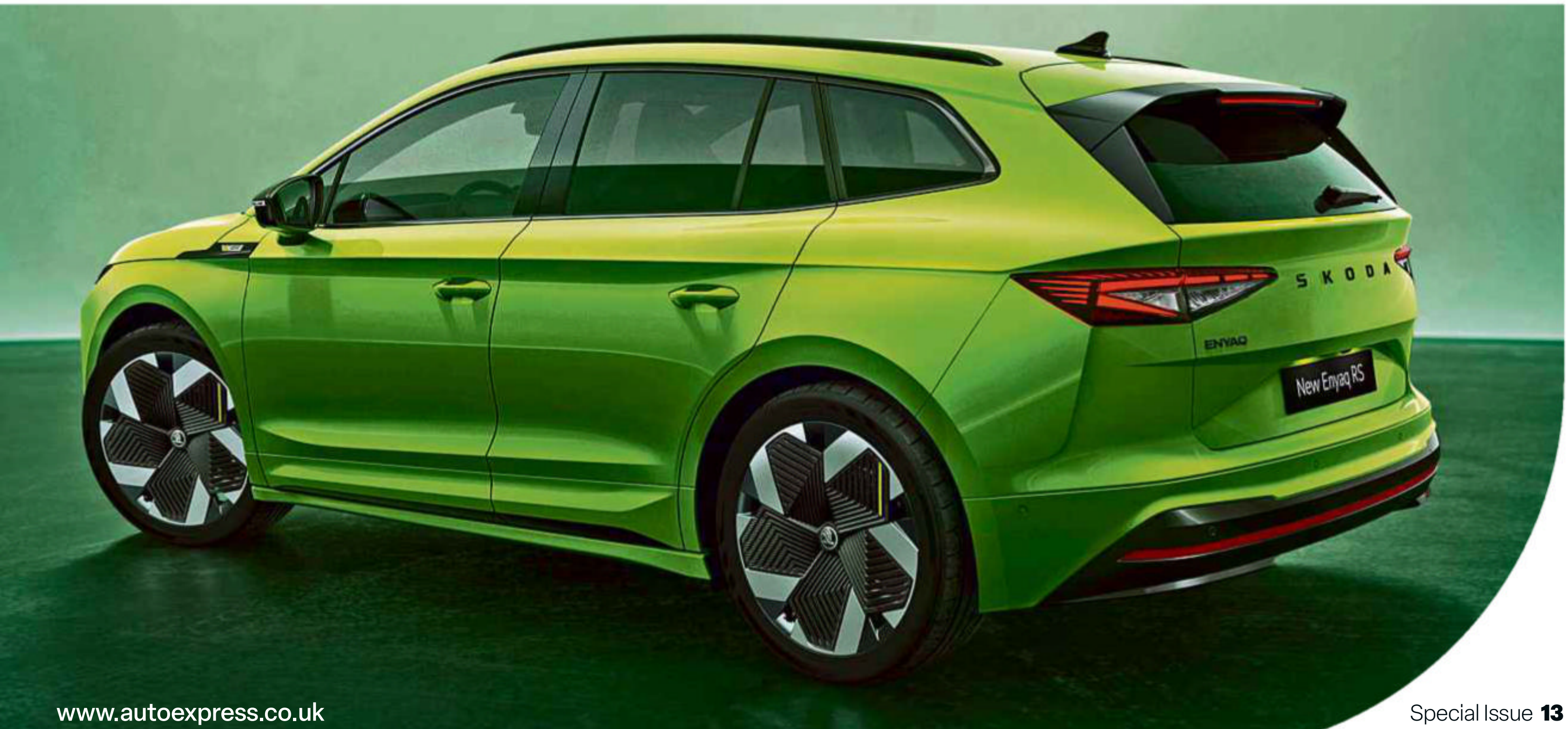


JOHANNES NEFT Skoda board member

> "RANGE-TOPPING ENYAQ IS EVEN MORE DYNAMIC, WHILE MAINTAINING ITS COMFORT AND EVERYDAY USABILITY"

up hot edition of Enyaq

with smaller Elroq sibling, including its powertrain


SKODA
ENYAQ
New Enyaq RS

LBX
SPENDS MORE TIME ON THE STAGE THAN THE ROAD
2 X WHAT CAR? WINNER
WHAT CAR?
CAR OF THE YEAR AWARDS 2024
Best Small SUV
Lexus LBX
WHAT CAR?
CAR OF THE YEAR AWARDS 2025
Best Small SUV
Lexus LBX

life's a little too predict-
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overing your grandma's secret
or world-class cookies. It's about
the extraordinary in the every
thrill in the unexpected. It's
ying 'yes' to
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record store with the vinyl gold? It's all about defying expectations, proving that size isn't everything.

The LBX embodies this perfectly. It's compact, stylish, and packed with more personality than you can shake a stick at. It's about embracing the compact, the nimble, the effortlessly cool. It's about finding that perfect fit that just clicks.

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for a little adventure. It's
car that sparks conve

British motors in AMG EV set to top 1,000bhp

Phil McNamara

Phil.McNamara@autoexpress.co.uk

AEX UNIQUE British motors that slash size and weight and are more powerful than rivals are the heart of AMG's new EV super-saloon – and Auto Express has the lowdown from their inventor.

Oxford graduate Tim Woolmer founded Yasa in 2009 to commercialise the axial flux electric motor he designed for his PhD. Almost a decade later, he clinched a deal for Yasa to supply Ferrari's SF90 hybrid, and last week Auto Express toured the all-new £12million Oxfordshire factory also producing e-motors for Lamborghini and McLaren.

The plant is scaling up to produce 25,000 motors a year, and another major breakthrough comes this summer when Yasa starts powering its first pure-electric production car, the AMG GT 4-Door – although its motors will be made in Berlin after Mercedes' acquisition of Yasa in 2021.

The axial flux motors will be similar in design to the ones that power hybrid Lamborghini front axles (pictured top). Woolmer's big breakthrough was to shrink the motor's stator (the stationary part generating a magnetic field around which the rotors spin), by repackaging a radial motor's long, cylindrical copper windings into 18 stubby windings roughly the shape and size of orange segments.

They're arranged in a thin disc shape, which gives a broad surface area for magnetic interaction and the space to fit a rotor on both sides of the stator, adding up to a dramatic boost in torque.

"When we did the [initial] maths on the new design, it showed it would give you about three times the torque density and therefore power density, and its unique proposition is being one-third the size and weight of any other motor technology," said Woolmer.

Each AMG motor can generate around 480bhp and 800Nm of torque – but it's only 65mm long and weighs just 24kg. As with its key rival, the Porsche Taycan, Mercedes will be able to mix and match the GT's motors to offer rear and all-wheel drive, with a likely maximum of three motors packing well in excess of 1,000bhp.

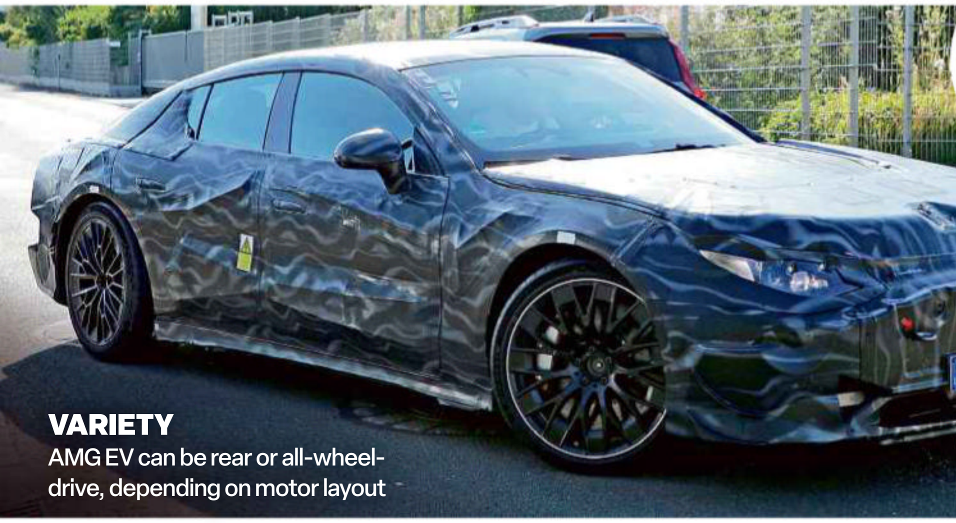
Whereas a hybrid drivetrain is limited by the engine speed, the AMG EV's motors can spin much faster. "They've been scaled up to match the higher torque, power and speed required in an EV compared to a hybrid," continued Woolmer.

The Yasa motors' design will also give the AMG a weight advantage, boosting range and agility. And future generations will go further, with less mass and an exponential improvement in harnessing regenerative braking energy to unlock smaller batteries yet longer-running performance EVs.

"I think we've reached peak battery size," said Yasa's chief technology officer. "[If] we can take hundreds of kilograms out of the mass of these vehicles, that starts to transform their behaviour."

TIM WOOLMER Chief technology officer, Yasa

> "WHEN WE DID THE [INITIAL] MATHS ON THE NEW DESIGN, IT SHOWED IT WOULD GIVE YOU ABOUT THREE TIMES THE TORQUE DENSITY"



VARIETY
AMG EV can be rear or all-wheel-drive, depending on motor layout

Automedia

Trump called deal "good for both countries"

US and UK agree deal to cut tariffs on car exports to America

AEX A TRADE agreement between the UK and US has been struck, reducing tariffs for exports of British-made cars to America. But there's a catch – a limit to the number of cars that can be exported before the original tariff is reimposed, stifling the growth of UK car makers.

In February, President Trump announced sweeping 25 per cent tariffs on foreign-made cars imported into the US. This led to ructions in the UK car industry, because America is one of its largest export markets; both Jaguar Land Rover and Aston Martin paused US exports in response.

The new deal cuts tariffs to 10 per cent for the first 100,000 cars exported from the UK to the US each year. Anything beyond that will incur 27.5 per cent (25 per cent plus the existing 2.5 per cent).

It's worth noting that a 10 per cent tariff is still much heftier than the duties in place during the previous Biden administration. Plus the 100,000-car limit does place a cap on growth somewhat. The UK exported almost exactly 100,000 cars to the US last year, so firms won't have any headroom as it stands to increase their sales in America without heftier tariffs being incurred.

In a statement, the chief executive of the UK's Society of Motor Manufacturers and Traders, Mike Hawes, said the deal provides some "much-needed relief". He also remarked that the Government has "recognised the importance of the automotive industry to UK exports and the economy, and has worked tirelessly with US counterparts to strike an agreement".

> "THE NEW DEAL CUTS TARIFFS TO 10 PER CENT FOR THE FIRST 100,000 CARS EXPORTED FROM THE UK TO THE US EACH YEAR"

Volvo's new range-extending SUV heralds return of XC70

Chinese-market plug-in hybrid will offer up to 124 miles of range on electric power alone

OFFICIAL

SIMILAR New model shares design DNA with other recent Volvo SUVs

Alastair Crooks

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WE last saw the Volvo XC70 name on the back of a high-riding estate car back in 2016, but now the Swedish firm has given us a teaser of the badge's return, this time on an SUV.

The new XC70 is expected to be launched in the coming months, but initially at least it will be offered in China. A Volvo spokesperson told Auto Express that "there are no current plans to sell the XC70 in the UK market". However, the firm says it will be "exploring potential additional markets at a later stage" and if there is demand, it'll look into bringing the new model to the UK.

While the original XC70 was conceived when the V70 XC (or Cross Country) estate was rebadged in 2003 to bring it into line with Volvo's SUVs, the new car is a fully fledged 4x4. Volvo says that the XC70 is slightly larger than the current XC60, while to our eyes it looks like a shrunken version of the recently facelifted XC90.

Unlike the XC90, which sits on Volvo's SPA (Scalable Product Architecture) platform, the XC70 is underpinned by the new SMA (Scalable Modular Architecture), which Volvo calls a "premium extended-range plug-in hybrid architecture". There's no word yet if this new platform will form the basis of any other models in the future.

Volvo says that the new XC70's range-extending powertrain "is designed to meet the demand for longer-range plug-in hybrids in China, where it will be available for order later this year". Full technical details on the plug-in system have yet to be released, but we know that it will provide an electric-only range of 124 miles – albeit achieved under China's CLTC testing regime, which isn't as stringent as the WLTP procedure that's used in Europe. It's clear that the new XC70's design has been influenced by both the updated XC90 and electric EX90. Volvo's trademark Thor's Hammer matrix LED headlights are a prominent feature, as is a blanked-off upper grille, with cooling coming through a lower air intake that houses active shutters to optimise aerodynamics. At the rear, the XC70 has vertical C-shaped tail-lights, similar to the EX90's.

According to Volvo CEO Hakan Samuelsson: "The XC70 marks our strategic entry into the extended-range plug-in hybrid segment, a perfect bridge to full electrification, offering a highly attractive alternative to customers who are not yet ready for fully electric cars."

HIGHLIGHTS Stylised Thor's Hammer daytime running lights are present and correct up front, while rear LEDs look similar to the EX90's design

HAKAN SAMUELSSON Volvo CEO

> **"XC70 OFFERS A HIGHLY ATTRACTIVE ALTERNATIVE TO CUSTOMERS WHO ARE NOT YET READY FOR FULLY ELECTRIC CARS"**

Automedia

Micra sits on same base as Renault 5

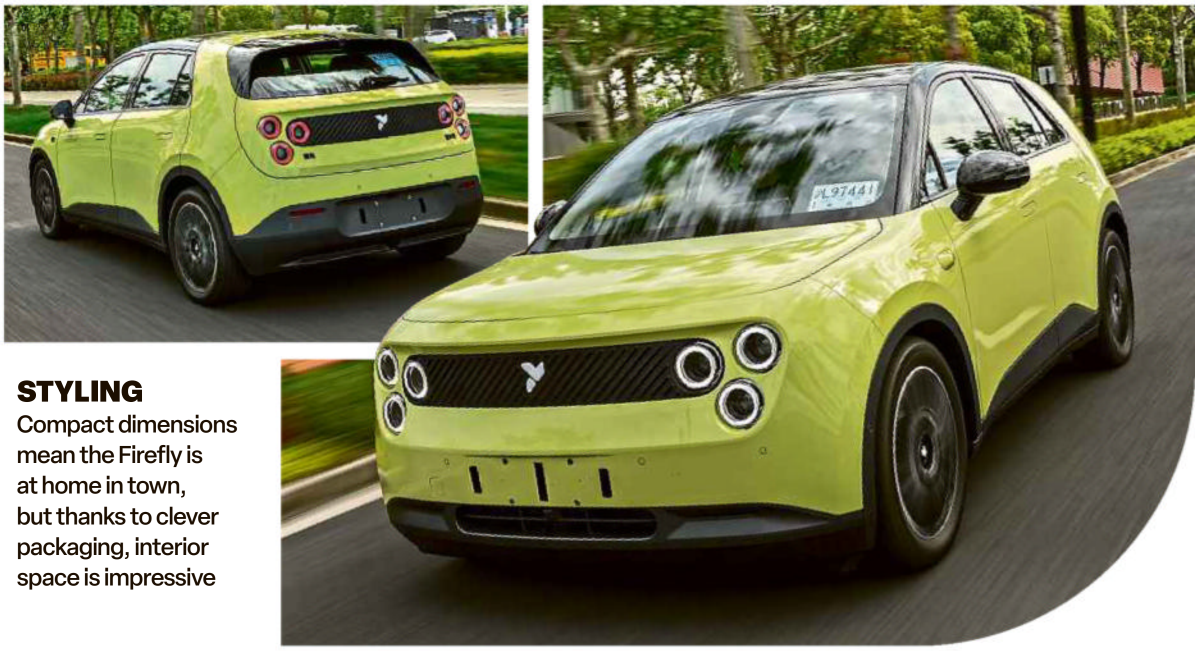
SPIED Electric Micra gearing up for R5 battle

THE Nissan Micra is set to be this year's comeback king, and we've spied it testing on the road for the first time. The original Micra arrived in 1982, and we bade farewell to the fifth generation in 2023. But it's on schedule to return in all-electric form in 2025 (see p114).

Nissan has given us a few teasers of the new model, and it even revealed the front-end design back in March, but these spy shots are the first we've seen of the new supermini testing on the road. And despite the camouflage, it confirms plenty of the car's design details, as well as its overall proportions.

The new Micra sits on the same platform as the recently launched Renault 5 and uses the same basic bodyshell, but Nissan hasn't simply stuck its badge on that car and left the design untouched. The front end features a sharply angled nose and large round daytime running lights that are a nod to the curvy high-set units that were fitted to the Micra Mk3 of the early 2000s. Further back, an embossed shoulder line stretches from the front wings to the rear doors, and there are different wheelarches, too.

Under the skin, expect the Micra to use the same 40 and 52kWh batteries as its French cousin, as well as its 118bhp and 148bhp electric motors.



STYLING
Compact dimensions mean the Firefly is at home in town, but thanks to clever packaging, interior space is impressive

DRIVEN Can Firefly light up the small EV market?

Thomas Geiger

MANY new EVs from China blend facelessly into the crowd. But Nio, the electric car giant and innovator of battery-swapping technology, wants to change that with the Firefly, a city car with character that's designed to challenge European competition.

Just because the Firefly is small and cute, don't be fooled; it's got a lot of tricks up its sleeves. It's as lively as any electric car, smartly tuned and with a tiny turning circle thanks to its rear-wheel-drive layout. Power comes from a 141bhp/200Nm electric motor that makes the 1,500kg car feel more sprightly than its 0-62mph time of 8.1 seconds suggests.

Things get a bit tougher once you leave the urban sprawl, and with a relatively small 42.1kWh battery, the maximum WLTP-tested range stands at 205 miles.

The Firefly is well suited to the city, but it's also spacious. Taller adults can sit comfortably on the sofa-like bench seat, while the rear seats are comfortable too, and not just for short trips. Furthermore, the 404-litre boot is bigger than that of many compact cars, while the Firefly boasts a large 92-litre area in its nose.

Auto Bild

The interior is simple but not spartan, while kit includes heated, ventilated and massaging seats. Infotainment is handled by a dashboard tablet with an on-board virtual assistant powered by ChatGPT artificial intelligence.

A 100kW DC rapid-charging capacity is on a par with the Renault 5 and MINI Cooper Electric, but the Firefly has also been designed for battery swapping, which would give it an advantage over its rivals.

The starting price for the Firefly in China is the equivalent of £13,000, but in Europe it's likely to hit £25k. Since it feels quite comfortable against the likes of the R5 and Cooper, which starts at just under £27k, this would put the Firefly at an advantage.

ESSENTIALS
Nio Firefly

Price: £25,000 (est) **On sale:** TBC
Powertrain: 42.1kWh battery, 1x electric motor
Power/torque: 141bhp/200Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62mph: 8.1 seconds
Top speed: 93mph
Range: 205 miles
Max. charging: 100kW (10-80% in 29 minutes)
Size (L/W/H): 4,000/1,860/1,560mm

VERDICT

WE'LL reserve our full verdict for when the Firefly hits the UK, but this EV looks chic and smartly designed – a dwarf on the outside and a giant on the inside – but above all, it's a lot of fun to drive. It's nowhere near as ambitious as bigger Nio models, but it's also barely half the price. With this car, Nio could finally capture the imagination of hard-to-please Europeans.

AUTO EXPRESS
LF23 BSU
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Beast may be built if there's demand

MINI piles on the parts to go wild in the Countryman

THE MINI Countryman is targeted more at the glamping crowd than those who like to get properly dirty, but a new concept version looks ready to take on the Dakar Rally.

The creation comes from German company delta4x4, which produces off-road parts and accessories for cars including the Jeep Wrangler and Mercedes G-Class. This more extreme, but still road-legal, version apparently started as an April fools' joke, but we're told that if there's enough demand, delta4x4 will build a small number for people to buy.

The concept, known as 'the beast', gets a 50mm increase in ride height and more aggressive all-terrain tyres on 18-inch beadlock wheels.

The wheelarch extensions and presumably wider track will help off-road too, and should make this Countryman more stable across rough terrain. There's also a large bull bar up front for extra protection, but the faux skid plates from the regular model have been retained.

Finally, the large roof platform has space for a full-size spare wheel, two jerry cans, recovery boards and ladders, a shovel and other storage boxes. There are panniers on either side too – as on a Land Rover Defender – plus a lightbar on the roof and 10 spotlights across the front.

AEX OFFICIAL

DVSA is considering a reduction in the number of emergency stops in driving tests, to focus on other skills

DVSA hits the brakes on L-test emergency stops

Chris Rosamond

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AEX EMERGENCY stops on the driving test, once the bane of nervous learner drivers, could be almost phased out if a new DVSA pilot scheme is successful.

Under the new test regime being trialled for three months at 20 locations across the country, the number of tests in which an emergency stop is demanded could be reduced to just one in every seven.

The emergency stop has been part of the UK driving test since its inception in 1935. Back then, being able to slow a vehicle safely with the feeble brakes and skinny tyres of the day was a potential life-saver.

Nowadays, the ubiquity of anti-lock braking and advanced driver-assistance systems may mean drivers no longer need to hone their skills for stopping safely. However, this is the first time the emergency stop element of the test has been reviewed since ABS became mandatory on new cars in 2004.

NICHOLAS LYES IAM RoadSmart

> **"GIVEN THE LIMITED TIME CANDIDATES HAVE IN A TEST, FOCUSING ON OTHER AREAS SUCH AS INDEPENDENT RURAL DRIVING IS SENSIBLE"**

Although some might take issue with the suggestion that stopping quickly is no longer an essential skill, the DVSA is moving its focus towards what it considers to be more real-world challenges, such as driving on roads with faster traffic.

"High-speed roads, including rural roads, are some of the most dangerous for novice drivers," the DVSA said in a statement. "We need to ensure that the driving test continues to test the skills needed to drive safely, and replicates conditions new drivers will face."

The revised tests were rolled out on 6 May and will, the DVSA said, "increase the amount of time test candidates spend on higher-speed roads, including rural roads."

As well as fewer emergency stops, the new driving test routes will also have a reduced number of scheduled stops, increasing the time spent using a sat-nav for independent driving.

"Increasing the amount of time using a sat-nav allows a driving examiner greater route flexibility to make the test reflective of real-life driving," the DVSA said.

Commenting on the changes, IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "Despite the increased prevalence of autonomous emergency braking systems within vehicles, learning how to do an emergency stop is still an essential skill.

"However, given the limited time candidates will have in a practical test, focusing on other areas such as independent rural driving is sensible. As our cars evolve to help keep us safe, it's important that the learning and testing process does as well."

New CLA can't use 1,0

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

REVEALED New Mercedes will not be offered with a 400-volt DC converter,

MERCEDES SPOKESPERSON

> "THE FOCUS IS ON HIGH-POWER CHARGING INFRASTRUCTURE, AND THE SHARE OF 800-VOLT DC FAST-CHARGING STATIONS IN THE ENTIRE CHARGING NETWORK IS CONSTANTLY INCREASING"

LIMITED
There are only a small number of 800-volt chargers in the UK, which limits your CLA charging options

NO, the headline isn't clickbait; the new Mercedes CLA is incompatible with the majority of UK public electric car chargers, because the firm has scrimped on incorporating a 400-volt DC converter. Without this feature, the new CLA that was revealed back in March is unable to use many of the 14,000 rapid public chargepoints around the country.

The new CLA is being offered in hybrid and fully electric forms, with the latter sitting on bespoke 800-volt EV underpinnings. While older EVs using 400-volt tech can plug-in and use most electric-car chargers with no issue, those with 800-volt architecture must incorporate a converter to adjust the voltage of the incoming electricity so it matches the car's battery and other systems.

Look at the CLA configurator on the official Mercedes-Benz UK website and it clearly states: "Please note that charging is not possible at 400-volt charging stations". This all but confirms that the CLA will not get a 400-volt converter.

Without this, the CLA will be blocked out of the vast majority of UK public rapid chargers. Newer, faster, 800-volt EV chargers are beginning to crop up across Europe, but there are only a limited number of these here in the UK, with most chargers using 400-volt tech.

There is no official line on why Mercedes decided to ditch a 400-volt converter for the new CLA, but it may well have been done for cost-cutting reasons. The CLA starts from a touch more than £45,000, and the brand envisages owners mostly charging at home using wallboxes based on slower AC technology, or ultra-fast 800-volt DC chargers on the road as more eventually get rolled out.

In a statement, a Mercedes spokesperson told Auto Express that for the CLA, "the focus is on high-power charging infrastructure, and the share of 800-volt DC fast-charging stations in the entire charging network is increasing". The new Mercedes will be able to direct drivers to compatible chargers via the sat-nav; providing you always log your charge stops via the car's mapping, you'll never unknowingly arrive at a charger you can't use.

What may come as a punch in the guts to UK buyers is that Mercedes is already offering the CLA with a 400-volt converter, but only in Norway. The brand may offer this feature in the UK in the future if there's sufficient public demand, but for now British buyers will have to make-do with the handful of 800-volt public rapid chargers if they plan to plug-in for a high-speed charge.

...As Merc confirms car will be priced from £45k

CHARGING issues notwithstanding, the new Mercedes CLA with EQ Technology has a vast range of up to 484 miles and it's available to order now, from £45,615.

The only powertrain available for the moment is the entry-level Mercedes CLA 250+ with EQ Technology. It manages to achieve its huge range figure by using a big 85kWh battery pack and efficient e-motor set-up, plus ultra-slick aerodynamics.

There are three specifications to choose from: Sport Edition, AMG Line Edition and AMG Line Premium Edition.

Standard equipment across the range includes a 14-inch central touchscreen, 10.25-inch driver's display, a panoramic glass roof, an illuminated 'iconic' grille, wireless Apple CarPlay and Android Auto connectivity, and an energy-saving heat pump, along with heated front seats and 18-inch alloy wheels.

The CLA even comes with facial-recognition technology that allows drivers to easily access their unique profile.

SLEEK
Aerodynamics help CLA's range

00s of UK EV chargers

meaning it won't work with most UK rapid chargers

BYD leaves Citroen, Dacia and Honda trailing in sales

ON THE UP BYD sales are increasing to the extent that it is now outselling numerous familiar big-name brands

CHINESE EV giant BYD has outsold the likes of Citroen, Dacia and Honda in the UK during the first four months of 2025. It even exceeded the sales figures of MINI and Tesla in April, hinting at potential future market dominance of the British new-car arena.

Between the beginning of January and the end of April, nearly 11,800 new BYDs were registered in the UK, with more than 2,500 hitting the roads last month alone. In comparison, budget brand Dacia has registered 11,200 new cars in the UK so far this year. There were over 500 fewer new Dacias reaching the roads in April than BYDs.

Also lagging behind BYD are other big-name brands such as Honda, with 10,108 registrations so far this year, Citroen with 5,347, Porsche with 6,556, Suzuki with 6,940, Lexus with 5,447 and Fiat with 4,373; even Tesla only just managed more registrations than BYD, with 12,986.

Although it may be a relatively new brand to British buyers, BYD, also known as 'Build Your Dreams', formed its automotive division in 2003. It has a foothold in the battery business, too, supplying components for smartphones.

Over the past few years, BYD has expanded into Western markets, which has increased its sales exponentially. In 2024, BYD sold 4.3 million vehicles globally – more than Tesla, although the brands' line-ups had a similar number of models.

BYD's success comes at a time when the surge of EV sales in the UK is beginning to slow. So far in 2025, electric cars only account for one in five new-car sales, which lags behind the 28 per cent market share required by the Government's ZEV mandate. This comes amid a general slump in the UK car market, with around 10 per cent fewer sales in April 2025 compared with last year.

UK new car registrations January to April 2025

Alfa Romeo	950
Audi	35,823
BMW	43,645
BYD	11,782
Citroen	5,347
Cupra	12,237
Dacia	11,238
Fiat	4,373
Ford	41,709
Genesis	460
GWM	124
Honda	10,108
Hyundai	31,410
Jaecoo	4,288
Jeep	4,900
Kia	43,383
Land Rover	24,932
Lexus	5,447
Mazda	12,537
Mercedes	32,786
MG	28,430
MINI	15,561
Nissan	32,754
Omoda	4,104
Peugeot	34,450
Polestar	4,554
Porsche	6,556
Renault	22,062
SEAT	8,795
Skoda	28,055
Subaru	916
Suzuki	6,940
Tesla	12,986
Toyota	31,445
Vauxhall	32,533
Volkswagen	63,630
Volvo	23,198

Drivers take the biggest hit on 'environmental' taxes

IN case drivers were in any doubt about where so-called 'environmental' taxes hit hardest, then new figures from the UK's Office of National Statistics spell it out.

The biggest contribution drivers make to the national coffers comes from fuel duty, the cash the Government rakes in from every litre of petrol or diesel you put in your tank. In 2024, that was £24.6billion. Fuel duty has been the biggest component of energy taxes since 1997, with a similar amount raised annually by schemes such as the Climate Change Levy on energy companies, which adds costs to domestic electricity bills – also paid by many drivers.

Energy taxes form the biggest chunk of revenues falling under the ONS 'environmental tax' umbrella, but transport taxes are also a big component. Once again, drivers take the most punishment here, with motor vehicle duty amounting to £8.2billion.

That means tax on vehicles makes up almost £33billion of the £54.2billion raised by environmental taxes in 2024. The ONS describes these taxes as "those whose base is a physical unit, for example, a litre of petrol or a passenger flight, that has a proven negative impact on the environment. These taxes should reduce the activity related to these units and therefore reduce negative environmental impacts".

Jack Cousens, the AA's head of roads policy, responded to the latest figures by saying that "drivers will be staggered" by the contribution they're making to environmental taxes, and that although most expect petrol and diesel car use to come with some sort of tax penalty, "the share of the tax-take will be a shock".

The AA also takes issue with what it calls "stealth taxes" on drivers levied by councils under the environmental banner.

> **"FUEL DUTY IS THE CASH THE GOVT GETS FROM EVERY LITRE OF FUEL. IN 2024, IT WAS £24.6 BILLION"**

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

HOW YOUR CAR CO

BIDIRECTIONAL CHARGING HAS BEEN BILLED AS ONE OF THE KEY SUST

WE EXPLAIN WHAT IT IS AND WHAT BENEFITS IT BRINGS

WITH the implementation of bidirectional charging, your car could soon act as a portable power bank, standing by to redirect electricity from its own battery into your home. And certain technologies could let your car to act as a power supply for tools and appliances, as well as other electric vehicles.

But how does this work, what technology is already out there, are there really any benefits, and what challenges do we face to implement bidirectional charging? These are the questions we'll answer below, with the help of some industry experts.

What is bidirectional charging?

In a nutshell, bidirectional charging is exactly what it sounds like; energy is able to flow both ways – meaning, for example, that your home can power your EV, and your EV can power your home. While standard single-directional charging transforms AC current to a DC form that a car's battery can receive, bidirectional tech can revert this back to AC and send it in the other direction.

What are the different types of bidirectional charging?

To make things even more confusing, there are several types of bidirectional charging, with the phrase 'Vehicle-to-Everything' (V2X) being used as a catch-all term for this. We've focused on the most common V2X variations below, but there are a handful of more obscure ones in development, and there are sure to be more variants coming in the future, too.

Vehicle-to-load

Vehicle-to-load (V2L) is one of the most common types of bidirectional charging, essentially enabling you to use your EV as an enormous mobile power pack, much like the ones people carry around for their mobile phone. Several manufacturers already offer V2L technology in their EVs, primarily aimed at outdoorsy types, because you can use a car to run accessories at a campsite, charge up an e-bike, or supply power tools with electricity at a job site.

Vehicle-to-home (V2H)

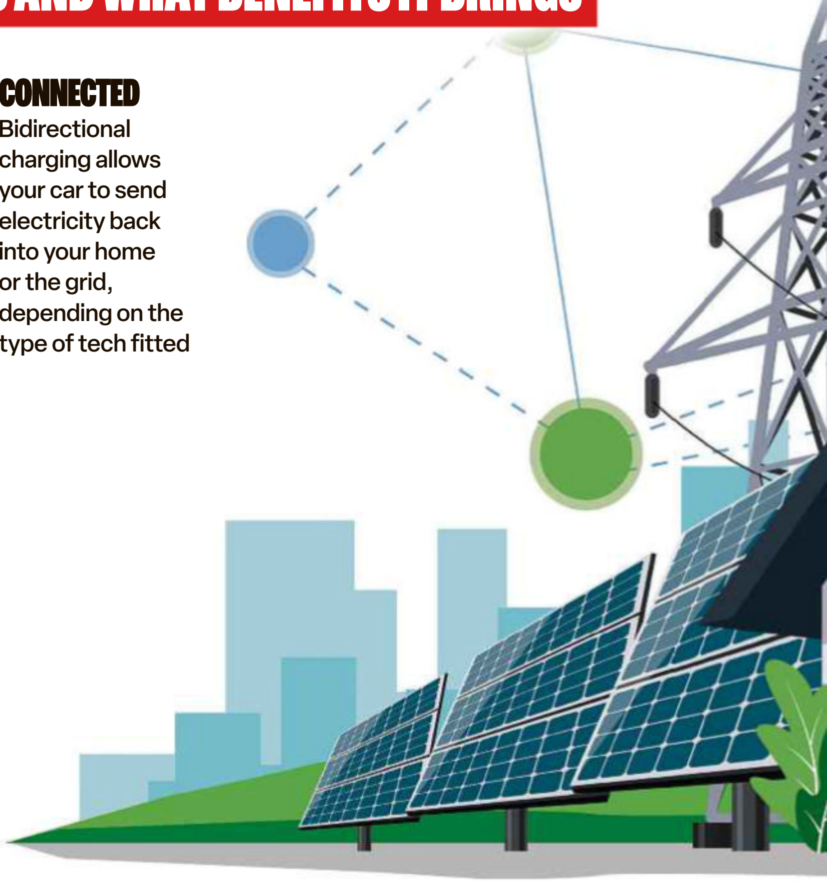
Vehicle-to-home (V2H) is similar to V2L, but rather than working for a single appliance, it can power your entire dwelling. According to energy regulator Ofgem, the average household uses roughly seven-and-a-half kilowatt hours of electricity per day, which means even a base Hyundai Ioniq 5 with its 60kWh battery pack could power your house on its own for more than a week.

This may sound like an ideal way around power cuts and busy times when electricity is at its most expensive, such as in the evenings, but very few electric vehicles even offer V2H tech and there are yet fewer chargers that support it.

Vehicle-to-grid

Vehicle-to-grid (V2G) is one of the better-known bidirectional charging technologies and likely to become one of the most prevalent in the coming years. In effect it involves using the power stored within electric vehicles' batteries as grid storage, with local and national electricity grids being able to draw from that storage at peak times to meet demand, something known as "load levelling". During times of lower demand, electric vehicles would recharge as normal, once again drawing their power from the grid.

Just as with V2H, only a minute proportion of EVs currently offer this technology, with those hoping to benefit from V2G requiring a bidirectional charger. Get one of these and sign up for a specific energy tariff (Octopus Energy is currently the only provider in the UK with a V2G tariff) and you can even benefit from free charging by discharging your car at peak times and filling it up when the grid is under less strain from consumer demand.



CONNECTED Bidirectional charging allows your car to send electricity back into your home or the grid, depending on the type of tech fitted

DAVE BUTTERS E.ON Drive's UK marketing director

> **"CONSUMERS [CAN] REDUCE THE DEMAND ON THE GRID OR EVEN REMOVE ENERGY DEMAND AND PRICE PEAKS ALTOGETHER"**

ULD POWER YOUR HOUSE

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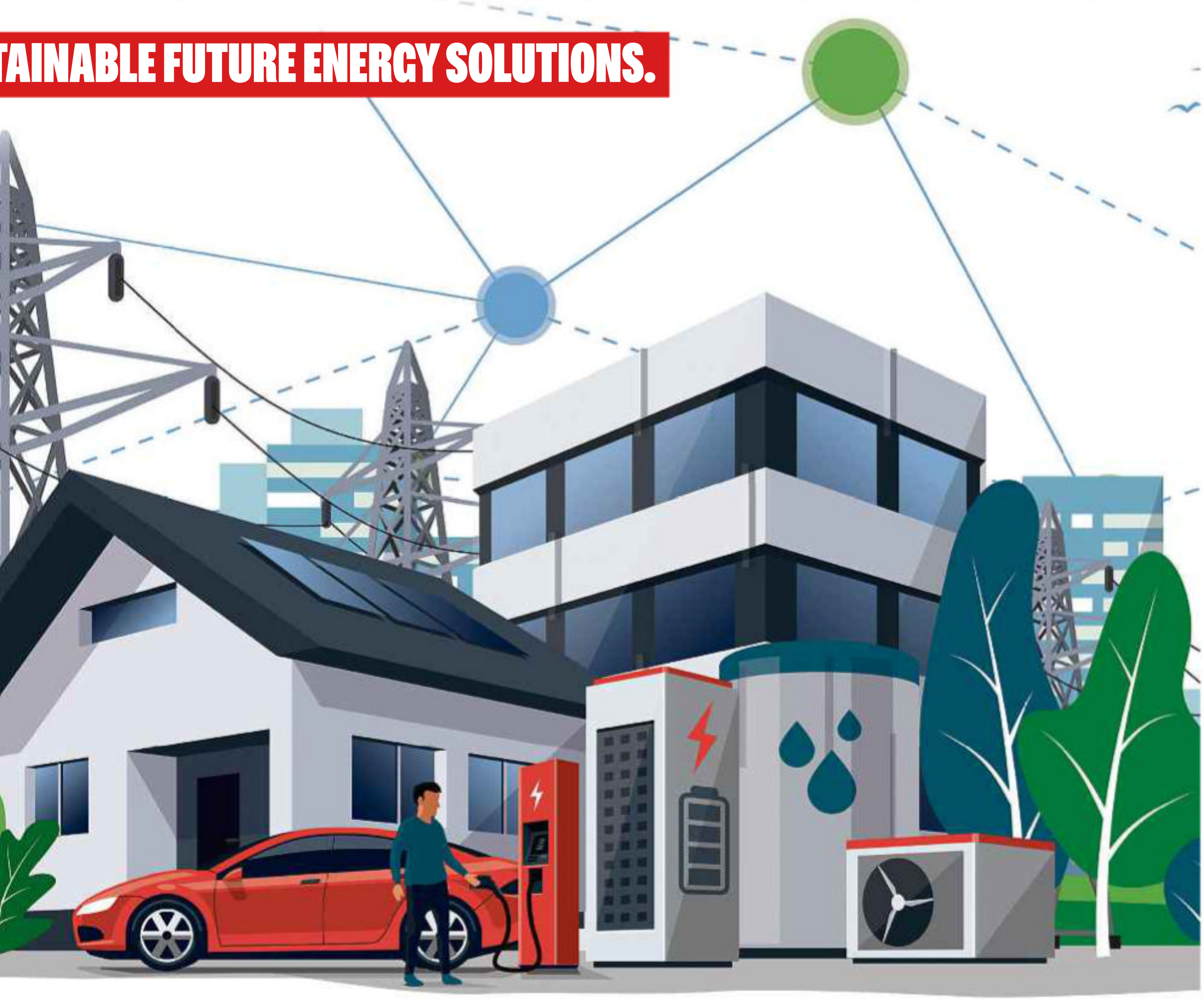


Vehicle-to-vehicle

Vehicle-to-vehicle (V2V) tech will enable cars to communicate and interact with each other in several ways. Arguably the most relevant concept is the ability to charge one car using another.

It's not just charging that the term V2V encapsulates; this tech could make transportation more efficient and safer, with short-range communication allowing all vehicles in a certain area to be aware of all other vehicles, from their location to their speed and direction.

This would give self-driving vehicles a considerably more comprehensive understanding of what's going on around them, because they would be able to receive the upcoming actions of other cars, thereby eliminating a lot of the guesswork.

Vehicle-to-infrastructure

While not related to vehicle charging, Vehicle-to-infrastructure (V2I) tech is another example of cars getting smarter to make driver's lives easier. Cars can communicate with infrastructure such as traffic lights, parking facilities and traffic systems – and these systems can pass on info to all vehicles in a particular area.

At its simplest, V2I means a car can let you know to ease off the accelerator so that a light turns green just before you arrive (Audi trialled the technology in its A1 e-tron prototype as long ago as 2013), or enact on-the-fly payments of road tolls.

At its most complex and in-depth, the V2I technology can manage traffic flow in real time by affecting both the vehicles themselves and local systems so that queues dissipate and vehicles in the area are directed through the most efficient routes.

What are the benefits of bidirectional charging?

Bidirectional charging has been billed as the future, but what benefits does it actually bring? As we've mentioned above, you can use your car to power devices and even your home during power outages, but perhaps one of the main benefits is the ability to reduce strain on the National Grid – something some fear could be an issue as more people switch to EVs.

E.ON Drive's UK marketing director, Dave Butters, says: "By storing energy and drawing it from EVs during peak times, consumers [can] reduce the demand on the grid or even remove energy demand and price peaks altogether. This enables communities to access clean, affordable energy while contributing significantly towards the UK's transition to clean energy."

And ChargePoint's chief technical officer, Hossein Kazemi, explains that "bidirectional charging can also allow large-scale commercial solutions, like a fleet of electric school buses, to charge when electricity is least expensive and sell it back to the grid during peak times. This offsets the electricity costs, and can even generate a net profit of fuel costs."

Which cars can use this tech?

There are currently very few cars that benefit from bidirectional charging capabilities. The Hyundai Ioniq 5, Kia EV6, MG4 and BYD Dolphin have V2L tech built-in. The Volkswagen ID. Buzz (plus the rest of the ID. range), Cupra Born and Nissan Leaf have V2H capability. The Cupra and Nissan can also perform V2G functions, while the newer Kia EV9 has V2L, V2H and V2G.

Why hasn't bidirectional charging taken off yet?

This sounds promising, so you may wonder why bidirectional charging hasn't taken off yet – and if it eventually does, when it might arrive en masse. Kazemi says: "Whilst EVs that support bidirectional charging are available globally, they're in limited supply, or lacking full functionality in certain scenarios. In a similar vein, the necessary infrastructure, such as compatible chargers and electrical panels, are not omnipresent."

Nevertheless, he believes that we could start seeing these bidirectional charging technologies rapidly become more widely available in the next few years. Kazemi says the likes of the EU will probably push this technology hard, given that a European Federation for Transport and Environment study found that mass use of bidirectional charging could cut annual energy system costs by 5.5 per cent, due to a reduced need for storing and curtailing energy.

FIRST FOR DRIVES

28 **VOLKSWAGEN TAYRON**
New seven-seat SUV tested

32 **AUDI SQ5**
We fire up 362bhp crossover

34 **MERCEDES-AMG E 53 ESTATE**
Space and pace in one package

Aston Vanta

FIRST DRIVE Far from being a

Steve Sutcliffe

mail@autoexpress.co.uk

THE latest Aston Martin Vantage is a fearsome sports car. Think of it as Britain's answer to a Porsche 911 Turbo, with more panache but a little less performance, and you'll be getting the picture.

Well now Aston has gone one better by removing the coupé's roof to give us this, the Vantage Roadster. It has even more style, not an ounce less performance, and more reasons than ever to go wobbly at the knees.

At £175,000 before options, it's not cheap, and its 4.0-litre twin-turbo V8 engine makes only the thinnest of attempts to be ecologically responsible. But in this part of the market, does that even matter? Certainly not to Aston Martin's customers, who might otherwise be considering rivals such as the Ferrari Roma Spider, Lamborghini Huracán Spider, Mercedes-AMG SL, and the aforementioned 911 Turbo Cabriolet.

These are big-hitting competitors with huge performance, desirability and luxury – yet the Vantage either matches or trumps most of them on paper. And in the flesh – to these eyes at least – it blows all of them into next week. Inside and out, the Aston really is a breathtakingly lovely-looking car, even if its hind quarters do look a touch congested compared with a Roma Spider's.

Its hood is also the fastest in the world, claims Aston, taking just 6.8 seconds to open or close, which it can do at the press of a button at up to 31mph. The wind deflector behind the seats is fixed, however, so unlike in some rivals, you can't opt for a hood up/deflector down set-up. Roof-down refinement is excellent up to 70mph and beyond, and with the top up, it feels almost like a coupé.

Mechanically, the Roadster is exactly the same as the hard-top, except for one tiny factor: its eight-speed ZF gearbox has fractionally softer mountings to smooth out its machinations on the move.

This means you get the same 656bhp and monstrous 800Nm from the twin-turbo V8, still AMG-sourced but heavily worked upon by Aston both inside and out to give it a bespoke nature. Given that the Roadster weighs a mere 60kg more than the coupé (1,805kg on the EU scale) it's no surprise to find performance is still outrageous.

Aston claims a time of just 3.5 seconds for the 0-62mph sprint – seriously impressive for a rear-wheel-drive car – with the same 202mph top speed as the coupé. With the hood down, the Roadster's weight distribution is 49:51, but with

> **"It has more style, not an ounce less performance, and offers more reasons than ever to go wobbly at the knees"**

ESSENTIALS

Aston Martin Vantage Roadster

Price: £175,000 **On sale:** Now
Powertrain: 4.0-litre V8 twin-turbo petrol
Power/torque: 656bhp/800Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-62mph/top speed: 3.5 seconds/202mph
Economy/CO2: 23.0mpg/279g/km
Size (L/W/H): 4,495/1,980/1,275mm

ON THE ROAD
Performance is predictably searing, and is accompanied by a suitably stirring soundtrack

n Martin
ge Roadster

a boulevard cruiser, new roadster is a hardcore sports car with no roof

"Its engine makes only the thinnest of attempts to be ecologically responsible, but in this area, does that matter?"

ASTON MARTIN
VN68 AML

it up, that switches to a theoretically perfect 50:50: the same as the hard-top car.

Inside, the Roadster benefits from almost the same gorgeous cabin and fine driving position as its sibling, with the ergonomics and infotainment both hugely improved compared with its predecessor. Except in this case Aston has listened to its critics and increased the font sizes for the digitised instruments, making them far easier to read than in the new coupé. All new Vantages can have these dials retro-fitted via a software update, if desired.

There's a small area for luggage behind the Aston's front seats – the Roadster is a strict two-seater, unlike the Roma or 911 – while the boot capacity has shrunk to 200 litres, but is still bigger than most rivals'. The fuel tank is unchanged at 78 litres, giving a theoretical touring range of 395 miles at 23.0mpg combined.

On the move, the Roadster feels instantly alert and very rapid indeed, no matter which of its five drive modes you select out of Wet, Sport, Sport Plus, Track and Individual. There's no doubt its ride is firm, though, bordering on stiff on rougher surfaces like those you'd find more readily here in the UK – the launch event took place on the mostly glass-smooth Alpine roads of Austria.

To begin with, you can easily think the Roadster is too aggressive in set-up and feel, especially given how meaty the steering weight is and how loud and responsive the car is seemingly in any gear, at almost any speed.

Rival manufacturers tend to make their convertibles softer than their equivalent coupés; Ferrari, for example, has softened the rear end of the Roma Spider by 10 per cent to make it more relaxed than the coupé. But Aston deliberately chose not to go down this route, wanting instead to make the Roadster drive and feel exactly like the coupé but with the added appeal of being able to drive with the top down.

Does that idea work? That depends. Yes, if you want your Roadster to feel like an open-top version of the sharp-driving B-road weapon that is the standard Vantage. No, if you want instead to waft around with the wind in your hair, without all the feedback and pent-up responses you'd get from a full-blown sports car.

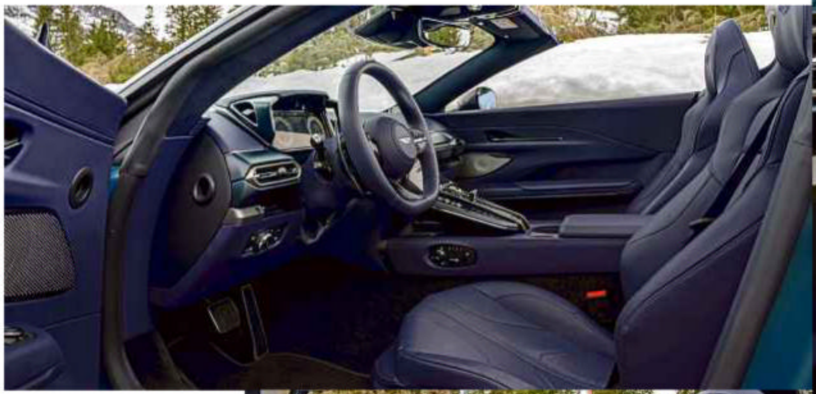
Some will love the Roadster for its 'come on then if you think you're hard enough' approach; others might find it a bit wearing after a while, especially on rougher roads where the stiff rear suspension sometimes struggles to settle into a rhythm.

There's no doubting the performance. In Sport Plus mode the throttle map, gearbox and electronic differential are all turned up a notch and ensure the Roadster feels even more crazed and more exciting than in the lesser Sport setting. And in Track it goes up a level again, with an increase in exhaust sounds to match. Plus there's the same eight-stage traction control as in the coupé for punters who want to take their cars to the limit on a track.

And there, perhaps, is the car's Achilles heel. It is, if anything, a bit too full-on in its demeanour for a convertible – and maybe not quite soothing enough in its ride for the kind of customers Aston Martin has traditionally sold open-top cars to in the past.

It makes a very deliberate point of not being just another boulevard cruiser, but in doing so it might well go too far – at least for some. For others it will be a blast of fresh air (literally) up both nostrils, with a monstrous V8 soundtrack to match.

"It's maybe not soothing enough for the type of customers Aston has sold drop-tops to in the past"



INTERIOR
As you'd expect for your £175,000, the interior is a thing of beauty that's stunningly well assembled and full of tech. The driving position is great, too

"Some people
you think you'

will love the Roadster for its ‘come on if
re hard enough’ approach. Others won’t”

ON THE ROAD
Steering is meaty, and the firm suspension gives the Roadster an aggressive feel. It’s great when you’re in the mood for a blast

DETAILS
Digital display has clearer graphics than that of its coupé sibling, while at the other end, the boot capacity is a reasonable 200 litres

ASTON MARTIN

AEX VERDICT ★★★★½

ASTON Martin’s rise towards greatness continues at pace with the Roadster version of its brilliant new Vantage. It’s every bit as fast and exciting as it is beautiful, with a much-improved cabin to match. Only the hard ride lets it down – although the flip side of that is a level of handling sharpness most rivals can’t compete with. Plus the noise that V8 makes is something else.

Alex Ingram

Alex.Ingram@autoexpress.co.uk

Volkswage

FIRST DRIVE New SUV takes all that's good about its Tiguan siste

IN recent years, it seems that Volkswagen has been trying to make MPVs cool again. The likes of the new Multivan, with its car-like road manners combined with van-like practicality, was a great step forward, and then the all-electric ID. Buzz showed off a modern electric interpretation of the brand's original iconic campers.

However, many people prefer the look of an SUV. There are also those who need seven seats only on rare occasions, and would rather not look like they're driving a van the rest of the time.

That role was previously filled by the VW Tiguan Allspace, but following some tinkering with its MQB platform, the addition of a little more interior space and a complete exterior glow-up, it has emerged, based on the MQB Evo platform, with an all-new name. This is the Tayron: a seven-seater (unless you go for the PHEV, which is a five-seater) designed to take on the Hyundai Santa Fe, Kia Sorento and VW Group rival, the Skoda Kodiaq.

Under the skin, the Tayron shares much of its mechanical make-up with the Kodiaq, which is a very strong starting point, because it's the best seven-seat family SUV on the market. The Tayron wraps that up in its more Germanic package, which now includes illuminated logos, so there's no mistaking what other road users are following.

There is plenty of risk of mistaking it for the Tiguan, however; despite the name change, the Tayron still remains closely related to the latest version of VW's five-seat SUV. From the front, the pair are virtually indistinguishable; it's only towards the back where the Tayron's longer wheelbase and greater rear overhang become obvious.

All of that extra metal means that there's space for a third row of seats where the standard Tiguan makes do with just a roomy boot. The rearmost seats can be pulled out of the floor fairly easily (once the middle row is slid forward slightly) and when they're in place, they're perfectly adequate for children. Adults will have a slightly harder time, because the seat bases are low relative to the floor, which forces passengers' knees higher. Those knees will likely be pressed hard against the seats in front, too, but if those in front are willing to sacrifice a little of their own space (and they have no excuse not to, because the middle row is vast), then things are rather more comfortable. Unlike in some rivals, though, the third-row passengers don't get their own climate controls or USB ports.

Even with seven people on board, boot space is pretty reasonable, too – the 345 litres on offer is only a little shy of a Golf's boot volume. In five-seat mode, the space increases to a very healthy 850 litres, at which point a retractable parcel shelf (which can be stored under the boot floor when not in use) can be installed to hide the luggage area. In two-seat mode, the 1,905-litre space is very slightly short of the Santa Fe's 1,945 litres, but it's still an enormous amount of room.

"The rear seats can be pulled out fairly easily, and when in place are perfectly adequate for children"

ON THE ROAD Large wheels of R-Line model really affect the ride quality, but new Tayron is enjoyable to drive on a twisty road

Further forward inside, things revert to Tiguan type. The dashboard layout is fairly uncluttered, save for the optional 15-inch infotainment display fitted to our test car, which takes up a lot of room; standard models get a slightly more modest 12.9-inch screen. The system itself works fairly well, with far fewer irritations than VW's recent offerings – although we'd still prefer a set of physical climate controls, like those in the Kodiaq. The overall finish isn't bad, but it's not exactly a cut above the Skoda, merely a decent match for it. The sports seats fitted to our R-Line test car were fabulously supportive and comfortable, though.

But that comfort hasn't found its way into the car's on-road manners. The R-Line's position as the sporty model brings with it a set of striking 20-inch alloy wheels. As a result, there's always a feeling of fidgeting being transferred into the cabin – something that affects back-seat passengers more than the driver. The set-up isn't unduly harsh, but we suspect that alternative trim levels on smaller wheels will take the edge off that low-speed jiggle.

That aside, the Tayron's chassis seems fairly engaging for a car of this size. It doesn't feel any less willing than a Tiguan on a twisty road, with little reluctance to turn into a corner, and once there, it

"Under the skin, the Tayron s of its mechanicals with the S

en Tayron eTSI

r car, and adds more space and seats. Is it worth the extra cash?

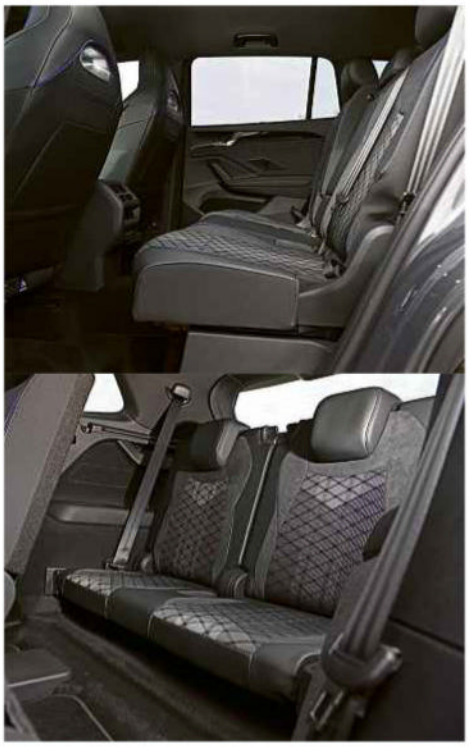
shares many
Skoda Kodiaq”

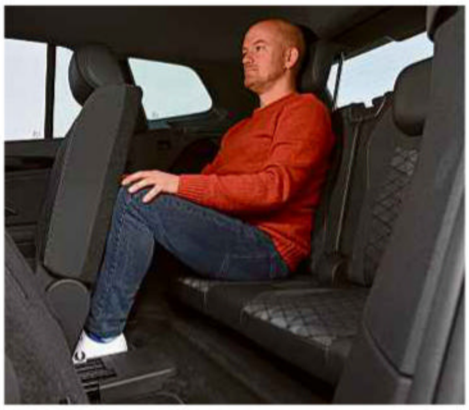
KY25 DHC
TAYRON

ESSENTIALS

Volkswagen Tayron R-Line 1.5 eTSI

Price: £43,105 **On sale:** Now
Powertrain: 1.5-litre 4cyl turbo mHEV
Power/torque: 148bhp/250Nm
Transmission: Seven-speed automatic, front-wheel drive
0-62mph: 9.7 seconds
Top speed: 124mph
Economy: 42.9mpg
CO2: 150g/km
Size (L/W/H): 4,792/1,866/1,668mm





PRACTICALITY There’s decent space in the middle row. The rear seats are tighter, although sliding centre row forward helps

▶

Pete Gibson

allows just enough body roll for the outer tyres to load up progressively as they're leaned upon. It's a stretch to call it fun, but it's better through the turns than most of its rivals.

The switch to MQB Evo has allowed VW to install its latest powertrains, many of which have hybrid assistance. However, as previously mentioned, a seven-seat layout can't be combined with a plug-in hybrid powertrain, so although the PHEV has an EV-only range of 62 miles (WLTP), it doesn't offer much over the Tiguan beyond a larger boot.

The model we're driving here is the 1.5 eTSI mild hybrid, which has a 48-volt belt starter/generator system that's keen to cut the engine when coasting to save every last drop of petrol. Our time behind the wheel returned 42.9mpg – exactly the same as the official WLTP figure.

However, the 1.5 eTSI delivers only decent performance on the road. It's not the 148bhp that's the issue, but the 250Nm of torque; while we didn't load the car up with seven occupants, we suspect that it'll start to feel quite strained with everyone on board. Fortunately, VW is sticking with diesel in cars like this, and a 2.0 TDI makes the same 148bhp and comes with 360Nm of torque. It costs £1,190 more than the petrol car, like-for-like, but will be a more practical method of extracting power than the 262bhp 2.0-litre turbo option.

In terms of prices, all models in the Tayron range just exceed the £40,000 mark, which means that they're all subject to the luxury car VED surcharge.

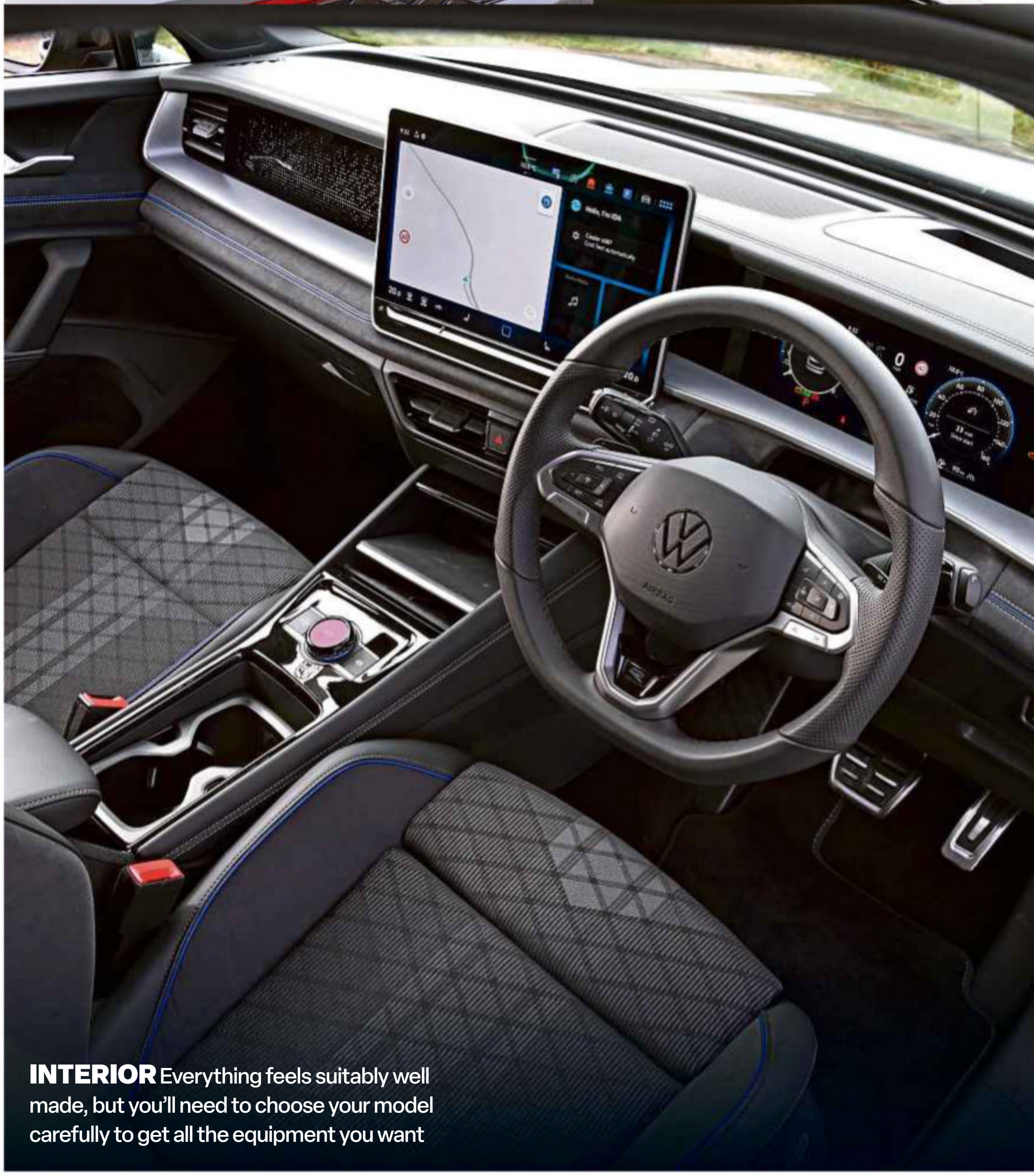
The model range itself is confusing; some versions are only available with certain powertrains, and some get fancy features that others don't.

Most people will be perfectly happy with the base Life model. It's available with a choice of petrol, diesel and plug-in hybrid powertrains, and comes with 18-inch alloy wheels, LED headlights, a reversing camera, parking sensors, a 12.9-inch touchscreen and 10.25-inch virtual cockpit, as well as wireless Apple CarPlay and Android Auto, plus wireless charging, adaptive cruise control and 10-colour ambient lighting.

The Match edition brings a panoramic sunroof, roof rails, a powered tailgate and keyless entry, but it's a PHEV, and therefore five-seat only.

The Elegance adds 19-inch wheels, heated and massaging front seats, and 30-colour ambient lighting, but doesn't get the panoramic roof. Nor does the R-Line, but the PHEV-only R-Line Edition does; the R-Line instead gets 20-inch wheels, sportier-looking bumpers and tinted windows.

START ENGINE STOP
Comfort
P



INTERIOR Everything feels suitably well made, but you'll need to choose your model carefully to get all the equipment you want

VERDICT ★★★★☆

THE Tayron will have plenty of appeal for larger families. With so many similarities to the Skoda Kodiaq under the skin, it offers many of the same qualities, including space, practicality and a wide range of powertrains. Plus it's better to drive than the alternatives from Kia and Hyundai. This mild-hybrid R-Line model wouldn't be our choice, though.

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CIG81216	4.9 x 3.7 x 2.5m	140613574	£315.00	£382.80	£378.00
CIG81020	6.1 x 3 x 2.4m	140613572	£345.00	£418.80	£414.00
CIG81220	6.1 x 3.7 x 2.5m	140613576	£385.00	£466.80	£462.00
CIG81224	7.3 x 3.7 x 2.5m	140613578	£479.00	£586.80	£574.80
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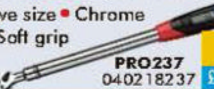
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B'HAM GT. BARR, B43 6NR	0121 358 7977	DERBY, DE1 2ED	01332 290931	LONDON CATFORD, SE6 3ND	0208 695 5684	PRESTON, PR2 6BU	01772 703263
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BOLTON, BL3 6BD	01204 365799	DUNDEE, DD1 3ET	01382 225140	LONDON LEYTON, E10 7EB	0208 558 8284	SIDCUP, DA15 9LU	0208 3042069
BRADFORD, BD1 3BN	01274 390962	EDINBURGH, EH8 7BR	0131 659 5919	LUTON, LU4 8JS	01582 728063	SOUTHAMPTON, SO17 3SP	02380 557788
BRISTOL, BS5 9JJ	0117 935 1060	EXETER, EX2 8QG	01392 256744	MAIDSTONE, ME15 6HE	01622 769572	SOUTHEND, SS9 3JJ	01702 483742
BURTON, DE14 3QZ	01283 564708	GATESHEAD, NE8 4XA	0191 493 2520	MC CENTRAL, M8 8DU	0161 241 1851	STOKE-ON-TRENT, ST1 5EH	01782 287321
CAMBRIDGE, CB4 3HL	01223 322675	GLASGOW, G4 9EJ	0141 332 9231	MC OPENSHAW, M11 1AA	0161 223 8376	SUNDERLAND, SR2 9QF	0191 510 8773
CARDIFF, CF24 3DN	02920 465424	GLOUCESTER, GL1 4HY	01452 417948	MANSFIELD, NG19 7AR	01623 622160	SWANSEA, SA7 9AG	01792 792969
CARLISLE, CA1 2LG	01228 591666	GRIMSBY, DN32 9BD	01472 354435	MIDDLESBROUGH, TS17 6BZ	01642 677881	SWINDON, SN1 3AW	01793 491717
CHELTENHAM, GL52 2EH	01242 514402	HULL, HU9 1EG	01482 223161	NORWICH, NR2 4LZ	01603 766402	TWICKENHAM, TW1 4AW	0208 892 9117
CHESTER, CH1 3EY	01244 311258	ILFORD, IG2 7HU	0208 518 4286	NORTHAMPTON, NN5 5JW	01604 267840	WARRINGTON, WA2 8JP	01925 630937
COLCHESTER, CO1 1RE	01206 762831	IPSWICH, IP1 1UZ	01473 221253	NOTTINGHAM, NG1 1GN	0115 956 1811	WIGAN, WN5 9AU	01942 323785
COVENTRY, CV1 1HT	02476 224227	LEEDS, LS4 2AS	0113 231 0400	PETERBOROUGH, PE1 2PE	01733 311770	WOLVERHAMPTON, WV4 6EL	01902 494186
CROYDON, CR2 6EU	0208 763 0640	LEICESTER, LE4 6PN	0116 261 0688	PLYMOUTH, PL4 9HY	01752 254050	WORCESTER, WR1 1JZ	01905 723451
DARLINGTON, DL1 1RB	01325 380841	LINCOLN, LN5 8HG	01522 543036	POOLE, BH14 9HT	01202 717913		

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Audi SQ5

FIRST DRIVE Hot SUV offers aggressive looks and twin-turbo V6 power, but the rest of the package doesn't quite add up

Ellis Hyde

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LAST we heard, Audi was planning to become a pure-electric brand by 2033. That date is still a long way off, or could easily be pushed back if EV demand isn't at the level the company wants it to be by then. But either way, the all-new, third-generation Audi Q5 will be the last to feature internal-combustion engines.

Sitting at the top of the range again is the SQ5, which in the past has been offered with both petrol and diesel power. Unsurprisingly, the diesel option hasn't returned, and instead the new SQ5 comes only with a 3.0-litre twin-turbo V6 petrol engine.

It's paired with a seven-speed dual-clutch transmission, quattro all-wheel drive and Audi's latest hybrid tech, which uses an electric motor to give a small boost in performance and efficiency. It all comes together to help the SQ5 rocket from 0-62mph in 4.5 seconds. That's ever so slightly quicker than its chief rival, the BMW X3 M50.

We drove the Audi on some mountain roads in Spain, and first impressions are that the V6 engine sounds fantastic. It produces an almost howling exhaust note when you really put your foot down, and the occasional pop and crackle when you ease off. The sound becomes slightly deeper in Dynamic mode, although it's still not as evocative as the Alfa Romeo Stelvio Quadrifoglio's V6. Nevertheless, power delivery is smooth and you feel its hefty torque output when accelerating.

Thankfully, the SQ5 is equally good at slowing down. The pedal's initial bite gives you confidence, and the transition between regenerative braking and physical brake discs is seamless. But it took us a while to get used to how much force is required.

The transmission also delivers quick, smooth gearchanges, except in Dynamic mode, when there's an unpleasant artificial kick in the drivetrain. Shift down too many gears and the engine quickly starts to whine, and sounds coarse.

The SQ5 uses a progressive steering system that has a pleasing weight to it in Dynamic mode, but is devoid of feeling. Similarly, body control is good, but it doesn't feel as tied down as you'd want, even with the air suspension in its firmest setting.

Move off the twisty roads and switch into Comfort mode, and we can't fault the refinement or ride comfort. Admittedly, we were on smooth Spanish tarmac, but the car did a fantastic job of absorbing the imperfections we did come across, while the cabin is isolated from wind and road noise.

The SQ5 is even more relaxing when the mild-hybrid system kicks in, because it can coast around town on battery power, with not a peep from the V6.

Inside, the 'Digital Stage' design looks very impressive, with the 11.9-inch driver's display and

"The SQ5 uses a progressive steering system that has good weight but offers no feeling"

ON THE ROAD
V6 engine certainly makes all the right noises and packs quite a punch, but the steering and handling aren't quite so good

ESSENTIALS

Audi SQ5

Price: £76,275 **On sale:** Now

Powertrain: 3.0-litre twin-turbo V6 petrol MHEV

Power/torque: 362bhp/550Nm

Transmission: Seven-speed dual-clutch automatic, four-wheel drive

0-62mph: 4.5 seconds

Top speed: 155mph

Economy/CO2: 33.6mpg/190g/km

Size (L/W/H): 4,717/2,155/1,662mm

14.5-inch central touchscreen housed in a single panel. They're both incredibly crisp displays, and the infotainment system is very slick.

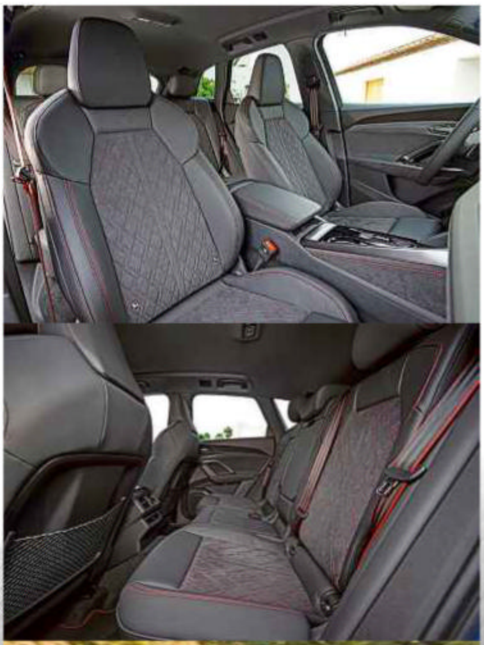
We're grateful for the shortcut button to the driver-assistance menu, too, which makes turning off the speed-limit warning easy. But we doubt anyone would miss the 10.9-inch passenger screen.

Overall, the SQ5's interior feels solid, although quality isn't up to the standards we'd expect for a range-topping model priced at more than £76,000. The shift paddles on the steering wheel are plastic, and there's plenty more visible elsewhere.

The new SQ5 is a bit bigger than its predecessor, so whether you go for the regular SUV or the coupé-esque Sportback bodystyle, six-foot adults have plenty of space to sit comfortably in the back. However, a large transmission tunnel eats up foot space, making it hard to squeeze in three people.

Luggage capacity has dropped for the new car, but the 520-litre boot volume is still generous, and only falls to 515 litres in the SQ5 Sportback.

Prices for the SQ5 start from £76,275 – about £18k more than the highest-spec version of the regular Q5. What's more, the SQ5's key rival, the BMW X3 M50, starts from £69,585.



INTERIOR SQ5 offers plenty of space for five adults, although transmission tunnel takes up room. However, quality isn't as classy as we would want in a £76,000 car

VERDICT ★★★½☆

THE new Audi SQ5 is undeniably fast, its V6 engine sounds great and the tech is very slick, but more impressive is just how comfortable and refined it is. However, for a performance SUV, the SQ5 isn't that exciting to drive, and the interior quality could be better given a £76k price that's far higher than the BMW M3 X50's, and puts it within spitting distance of the actually engaging Porsche Cayenne.

Dean Gibson

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PEOPLE like fast estate car. Models such as the Audi RS 2 Avant, Volvo 850 T-5R and even the recent BMW M3 Touring have gained cult status, while brands continue to combine practical bodies with big power outputs, even with the arrival of electrification. We've seen the latest BMW M5 Touring resort to plug-in power, and now the Mercedes-AMG E 53 moves from the last version's mild-hybrid set-up to a full PHEV powertrain.

While cars such as the Audi RS 6 Avant add a big chunk of visual aggression to the mix, the E 53 is a subtle-looking performance machine that's likely to go unnoticed by all but the most ardent AMG fanatic. The E 53 is just 22mm wider than the standard E-Class Estate, with subtly flared wheelarches at each corner, quad-exit exhausts and AMG's familiar Panamericana grille up front being the most obvious signs of its potential. Add in a dark colour, such as the Nautic Blue of our test model, and the E 53 is the perfect Q-car, with a look that's only slightly more dramatic than that of the admittedly handsome mainstream estate.

Just as with the CLE 53 driven last week (Issue 1,881), the car's hybrid powertrain is based around Mercedes' 443bhp 3.0-litre in-line six-cylinder turbo petrol engine. But while the CLE is a hybrid, the E 53 gains a bigger 21.2kWh rechargeable battery and a 161bhp electric motor. Combined, there's a total system output of 577bhp, or a temporary 604bhp with the Race Start setting activated.

That gives the E 53 Estate a 0-62mph time of 3.9 seconds (the saloon version is 0.1 seconds faster in the same sprint), while the electronic limiter cuts in at 155mph. The rest of the car is designed to harness that power as best it can, with 4MATIC+ four-wheel drive, AMG-tuned adaptive dampers (with steel springs), a stiffer bodyshell with extra bracing, and rear-axle steering all in the mix.

Our recent experience with AMG models has been pretty positive, and in terms of all-round performance, the E 53 Estate is arguably one of the best cars it currently makes. A rotary dial on the steering wheel lets you to choose between various drive modes, with the Electric and Comfort settings delivering the kind of quiet refinement you'd expect from Mercedes' largest executive load lugger.

In all-electric mode at lower speeds there's a snappy throttle response, which can make for jerky manoeuvres when parking. Stick with the EV setting, and we found that a fully charged battery gives around 55 miles of range in everyday use, although we preferred the Comfort setting that mixed petrol and electric power where needed. This offered a smoother drive, especially because the six-cylinder engine cuts in without fuss.

A stiffer bodyshell means the E 53 follows the road surface more tightly than a standard E-Class, but the suspension soaks up bumps easily, so the ride isn't harsh. The powertrain is refined, too, with the electric motor doing the majority of the work most of the time, while road and wind noise are all but non-existent, even at motorway speeds.

ESSENTIALS

Mercedes-AMG E 53 Estate Hybrid 4MATIC+

Price: £100,245 **On sale:** Now

Powertrain: 3.0-litre 6cyl turbo, 21.2kWh battery, 1 e-motor

Power/torque: 443bhp (+161bhp e-motor)/560Nm (+480Nm e-motor)

Transmission: Nine-speed auto, four-wheel drive

0-62/top speed: 3.9 seconds/155mph

Economy/CO$_2$: 282.5mpg/23g/km

Size (L/W/H): 4,959/1,902/1,479mm

ONE FOR THE LOAD

Housing the PHEV's battery means boot space drops by 155 litres over the standard E-Class to 460 litres in five-seat mode

Switch to Sport or Sport+ modes, and the E 53 really comes alive. With stiffer dampers, weightier steering and a sharper throttle, the E-Class feels smaller and more wieldy than its dimensions suggest. The car has quick responses and eager turn-in, while body roll is kept in check well, despite the near-2.5-tonne kerbweight. The engine note is disappointingly synthesised in the cabin, but still has a racy edge, while the gearbox offers quick shifts, whether automatic or via the steering wheel paddles. The brakes provide decent bite, too, but there is still plenty of weight for them to slow down.

Inside, the E 53 has an upmarket feel and lots of plush materials, and the vast touchscreen is a doddle to use. Goodies include heated and ventilated massage seats on this Premium Plus model, while passenger space is excellent. Less good is the boot space, which is sacrificed to accommodate the drive battery. A 460-litre capacity in five-seat mode is not much better than a hatchback, and 155 litres down on the standard E-Class.

If you're a business user, low Benefit-in-Kind rates are likely to offset any load-lugging issues. The E 53 is in the nine per cent tax band for 2025/26, but this Night Edition's £100k price means annual tax of over £3,500 for higher-rate taxpayers. Yet for some buyers, that will be a significant saving over any pure-petrol performance estate car rival.

Merce

FIRST DRIVE Subtle 577bhp PH
be the ultimate Q-car for those

"The E 53 is a subtle-looking performance machine that's likely to go unnoticed by all but the most ardent AMG fanatic"

des-AMG E 53 Estate

HEV performance wagon could
seeking pace and practicality

CABIN
Mercedes' MBUX infotainment features (left); artificial leather upholstery has embossed AMG logos on the front-seat headrests (above, centre)

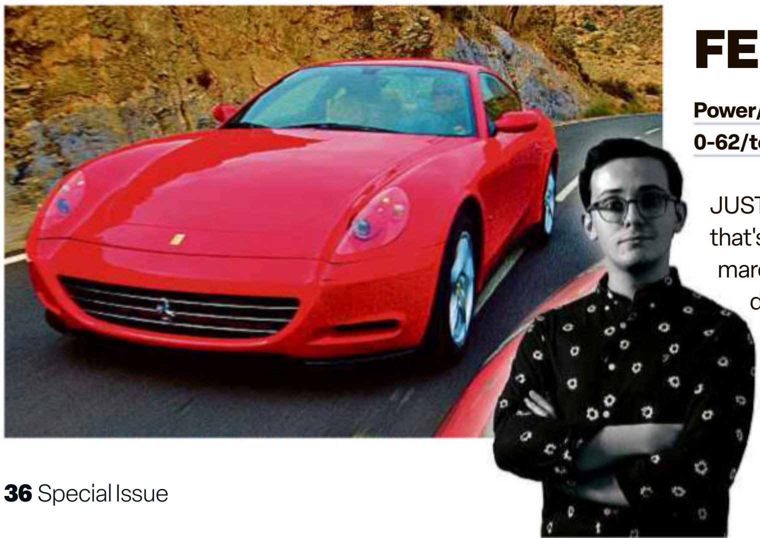
AEX VERDICT ★★★★☆

THE E 53 is probably the most subtle AMG car that Mercedes currently builds. But the discrete makeover hides performance that will keep flashier rivals on their toes, while the PHEV element means this is a tax-friendly performance car for business users. Yes, practicality takes a hit, but the E 53 offers power wrapped in a plush velvet glove.

"YES, THE EV9 IS ELECTRIC, WHICH TO SOME PEOPLE WILL DISQUALIFY IT AS A ROAD TRIP CAR. HOWEVER, THE KIA'S COLOSSAL 99.8KWH BATTERY PROVIDES UP TO 349 MILES OF RANGE"

OUR BEST EVER ROAD TRIP CARS

Auto Express team members pick their top models for a long-distance journey



FERRARI 612 SCAGLIETTI

Power/engine size: 532bhp/5.7-litre **Engine/gears:** V12/6-spd manual or 6-spd automated manual
0-62/top speed: 4.3 seconds (manual)/196mph **Price new/price now:** £170,500/£130,000

JUST because something looks a bit awkward, it doesn't mean you should overlook it, and that's certainly true for the Ferrari 612 Scaglietti. The predecessor to the FF, the Italian marque's first four-wheel-drive car, the 612 was based on the 599 of the time and donned a bespoke, if a tad cloddish, all-aluminium body designed by Pininfarina.

Under the bonnet is the 5.7-litre V12 used in the 575 Superamerica, which can be paired with Ferrari's notoriously clunky F1 automatic gearbox, or a mouth-watering six-speed gated manual. With a cabin suitable for four adults, the 612 is a quirky cut-price alternative to Ferrari's current four-seat GT, the Purosangue. **TOM JERVIS**

TEAM PICKS

KIA EV9

Powertrain: 1x e-motor, 99.8kWh battery/ single-speed automatic, 200bhp

0-62/top speed: 9.4 secs/114mph

Price new/price now: £65,035/£49,000

IF your attitude to planning road trips is 'the more the merrier', there's probably no better car than the seven-seat Kia EV9. The rather brick-like shape means the cabin is incredibly spacious; so much so that adults can fit in the rearmost seats, which also recline and have charging ports, meaning there will be no squabbling over whose phone gets topped up on the journey.

The ride is incredibly comfortable, plus road and wind noise at motorway speeds is minimal. Yes, the EV9 is electric, which to some people will disqualify it as a road trip car. However, the Kia's colossal 99.8kWh battery provides up to 349 miles of range – that's enough to go from Edinburgh to Cambridge, or Monaco to Venice, in one go.

Perhaps better still, EV9 drivers can add up to 154 miles' worth of juice from just 15 minutes of charging.

ELLIS HYDE

BENTLEY BROOKLANDS

Power/engine size: 530bhp/6.75-litre

Engine/gears: V8 twin turbo/6-speed automatic

0-62/top speed: 5.3 seconds/184mph

Price new/price now: £230,000/£130,000

WE'RE not sure there's a more elegant way of covering vast distances than inside a Bentley Brooklands. This 2008 hand-built coupé is very much of the old school, with more than a few archaic elements, and it's all the better for them.

This includes its twin-turbo 6.75-litre V8, which came with a pushrod valvetrain and 1,050Nm of torque. That provides enough grunt to sail down any road without so much as a whisper.

Aerodynamics aren't this car's forte, but the bluff front end and grille are so far away from you, the wind noise they create won't be audible anyway.

JORDAN KATSIANIS

RANGE ROVER

Power/engine size: 345bhp/3.0-litre **Engine/gears:** straight-six twin-turbo/8-speed automatic

0-62/top speed: 5.7 seconds/145mph **Price new/price now:** £108,775/£85,000

WE all know how good these things are when it comes to mile-munching on the motorways, but if your road trip ends up going off road, then a Range Rover will have you covered. I've gone for the latest and greatest full-fat Range Rover. Instead of topping up at every fuel station with a thirsty V8, opt for the mild-hybrid D350 diesel. This returned an impressive 38.2mpg when we ran one over 18,000 miles on our test fleet a few years ago.

There are certainly more dynamically capable alternatives in this list of best cars for a road trip, but if you want to arrive at your destination feeling as refreshed as possible, then you can't do much better than picking a Range Rover for the journey. **ALASTAIR CROOKS**

VOLKSWAGEN CALIFORNIA OCEAN T6.1

Power/engine size: 201bhp/2.0-litre
Engine/gears: 4cyl diesel/7-speed automatic
0-62/top speed: 11.9 seconds/126mph
Price new/price now: £75,000/£60,000

MY choice is one that attempts to cover all bases, rather than excelling in any one area. It's not the fastest or sharpest car (ahem, van) on this list, and it's not the most frugal. But none other of these vehicles has the space for four adults to eat, sleep and socialise in comfort; the Volkswagen California is unequivocal road-trip royalty.

The previous T6.1-generation Cali Ocean would be my pick – its punchy diesel engine, clever cabin and general usefulness surpass the current model's, in my opinion. But best of all, you can stop the VW wherever you please and soak in the view – all from the comfort of your coil-sprung double bed.

RICHARD INGRAM

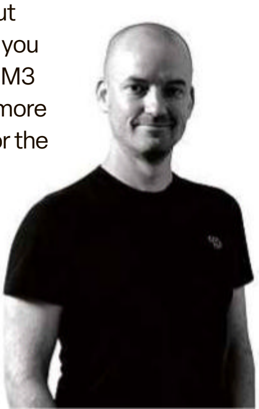
ALPINA B3 TOURING

Power/engine size: 488bhp/3.0-litre
Engine/gears: 6cyl twin-turbo/8-speed automatic
0-62/top speed: 3.7 seconds/187mph
Price new/price now: £80,700/£70,000

RIGHT now, the distance between the Alpina B3 and BMW M3 is as close as it's ever been, yet the B3 has retained its luxurious nature and feels just as quick as the M3, while undercutting it by a significant margin and making it the better road trip car.

The straight-six pumps out 488bhp – 10bhp more than you get in the non-Competition M3 sold in other markets. On a more practical note, we've gone for the Touring, which gets a split-opening bootlid, unlike the new 5 Series Touring, and a 500-litre boot.

ALEX INGRAM



ASTON MARTIN V8 VANTAGE

Power/engine size: 420bhp/4.7-litre
Engine/gears: V8/6-speed manual
0-62/top speed: 4.7 seconds/180mph
Price new/price now: £120,000/£30,000

THE ultimate road trip car has to be a convertible, doesn't it? It should probably be British too, thrilling but never tiresome to drive, and definitely joyous to look at and listen to. So I'm picking the previous-generation Aston Martin V8 Vantage Roadster.

I'd be happy with the 420bhp 4.7-litre version with the rare traditional manual shift for the most engaging driving experience. With the roof down and the engine reverberating off the scenery, this is motoring in the most glorious and glamorous fashion.

CHRIS ROSAMOND

FORD MUSTANG MACH 1

Power/engine size: 454bhp/5.0-litre
Engine/gears: V8/6-speed manual
0-62/top speed: 4.8 seconds/166mph
Price new/price now: £57,655/£40,000

WHEN I think of a road trip, my mind wanders to the USA, Route 66 and long drives at the wheel of a big, lazy V8. A monster machine doesn't really work in the US or Europe, but a Mustang manages to deliver a V8 soundtrack in a rear-wheel-drive package that makes sense on this side of the Atlantic.

There's effortless power from the 5.0-litre engine, and if you really want to cruise, Ford's 10-speed auto makes things effortless. But I'd want more involvement on twistier roads, so I'd have to choose the manual, while the Mach 1 has some choice upgrades that make it a better driver's car than the standard GT, in terms of motoring enjoyment and looks.

DEAN GIBSON

VOLKSWAGEN TOUAREG V10 TDI

Power/engine size: 309bhp/5.0-litre
Engine/gears: V10 diesel/6-speed automatic
0-62/top speed: 7.6 seconds/144mph
Price new/price now: £55,000/£5,000

THERE will be those who very strongly disagree but to my mind, if you're embarking on a proper road trip, you need a big car with an even bigger diesel engine. The Volkswagen Touareg V10 TDI ticks the first box and completely atomises the second one by virtue of being fitted with an engine that really has no place in a family SUV.

In 2003, VW blew its rivals away signing off what was at the time the world's most powerful production diesel engine. The 5.0-litre V10 makes 309bhp and 750Nm, which means effortless travel in the Mk1 Touareg's plush but understated cabin, and on its standard air-suspension.

The official fuel economy of 23mpg isn't great, but it'll do 500 miles on a tank, and for a fantasy road trip, there's nothing to beat the VW at the price – especially if you've got a giant caravan.

STEVE WALKER

> **"BACK IN 2003, VW BLEW RIVALS AWAY BY SIGNING OFF WHAT WAS AT THE TIME THE WORLD'S MOST POWERFUL PRODUCTION DIESEL ENGINE"**

MAZDA MX-5

Power/engine size: 181bhp/2.0-litre
Engine/gears: 4cyl/6-speed manual
0-62/top speed: 6.5 seconds/136mph
Price new/price now: £33,115/£25,499

WHILE some of my colleagues are a little too hung up on a road trip being a mile-munching expedition, I'm picturing deserted roads – either the Alps or the Highlands would be fine – bright sunshine and the sweetest-handling little drop-top two-seater.

A Mazda MX-5 is the obvious answer, but only because it's the right one: not too much power, though I'd pick the 2.0-litre over the 1.5, and space in the boot for the luggage. The MX-5 isn't fazed on a motorway, and once you get onto those twisty roads and have the wind in your hair, it'll be worth every droning motorway mile.

The MX-5 is a driving dream that's cheap to run. So that road trip won't break the bank either.

PAUL BARKER

CARRY ON

Camper vans are the ideal home away from home. We pitch models from VW, Citroen and

> “THERE’S NO PLACE LIKE HOME, BUT SOMETIMES IT’S NICE TO GET A CHANGE OF SCENERY. A CAMPER VAN LETS YOU TAKE A BIG PART OF YOUR OWN LIFE ON THE ADVENTURE WITH YOU ”

CAMPING

Mercedes against each other

Pete Gibson

ESSENTIALS

Volkswagen California Ocean
Price: £80,497
Powertrain: 2.0-litre 4cyl petrol, 201bhp
0-62mph: 10.0 seconds
Test efficiency: 30.8mpg
Test range: 407 miles
Annual VED: £360

Citroen Holidays
Price: £55,395
Powertrain: 2.0-litre 4cyl diesel, 175bhp
0-62mph: 10.6 seconds
Test efficiency: 30.3mpg
Test range: 467 miles
Annual VED: £360

Mercedes V 300 d Marco Polo
Price: £88,455
Powertrain: 2.0-litre 4cyl diesel, 234bhp
0-62mph: 7.9 seconds
Test efficiency: 34.0mpg
Test range: 524 miles
Annual VED: £360

VOLKSWAGEN vs CIT

How does VW's camper van heritage stand up to newer rivals?

THERE'S no place like home, as the old saying goes. But sometimes it's nice to have a change of scenery. You could get a hotel or sleep in a tent, but why do that when you can drive part of your home to a much nicer place and get a new outlook on the world?

That's the answer that a humble (or not-so-humble) camper van offers: the ability to take a big part of your own life – even the family pets – on the adventure with you.

As a result, for seasoned campers, the vehicle became part of the family, with Volkswagen cornering this market for decades. Now, it's the turn of an all-new California to attract the latest generation of home-from-home adventurers.

But is it the best option out there? Citroen might have an answer to that with the all-new Holidays. On paper, it looks like a bit of a bargain beside the VW, so we're keen to find out what, if anything, it's missing for the cash.

Finally, we have Mercedes. The firm might be best known for desirable limousines such as the S-Class, but it has sprinkled some of that luxury magic into the camper segment, too. Here, the latest, recently revised Marco Polo takes the fight to VW and Citroen.

CONTENDERS

Volkswagen California

VOLKSWAGEN'S camper heritage forms a huge part of the firm's identity, and through various iterations the formula has evolved into the latest model you see here. The range starts from £63,481 for the Beach Camper, which gets a roof-mounted bed, but lacks the extensive kitchen and living facilities that its rivals in this test feature.

The £70,681 Coast trim gets similar features (but less on-board tech) to the top-spec Ocean, which costs from £77,581, or £80,497 with the petrol engine tested here.

HEAD TO HEAD

ON THE ROAD

ALL three of these campers take up a similar amount of space on the road, but the VW feels by far the most wieldy and is the easiest to handle.

The Citroen is rather ponderous around the turns in comparison, although it does ride smoothly. The Mercedes is similarly soft over bumps, but its air suspension gives it much better body control than the Holidays. The performance of the Marco Polo's diesel engine is excellent.

TECH HIGHLIGHTS

THERE are certain features that make campers so much easier to use, and an electrically operated roof is among the best.

Both the Mercedes and VW have them – the California's top can be operated via VW's smartphone app – which makes life much easier once you've arrived to set up camp. The Citroen's manual top is a little fiddly, and closing it takes a firm heave that some people might struggle with.

PRICE AND RUNNING

AT just under £55,000, the Citroen is by far the most affordable of the three. It lacks some of the luxuries in the other two and isn't quite as well finished, but it can still sleep four people comfortably.

The Mercedes feels the most luxurious, but there's a very steep price to pay; tick all of the option boxes and it'll breach £100k. The VW strikes the best balance between price and accommodation.

ROEN vs MERCEDES

Citroen Holidays

WE have to admit that when we first saw the Citroen's asking price of £55,395, we did a little double take. Once we checked that the price tag was indeed correct, we then dived into the standard kit list to discover what equipment the Holidays misses out on relative to its competitors.

And while it does sacrifice just a few of the luxuries that the others in this class can provide, the French model is fundamentally still a van-based camper that sleeps four people and has its own kitchen facilities.

Mercedes Marco Polo

UNSURPRISINGLY for a vehicle with a Mercedes badge on the nose, the Marco Polo is the most expensive model here. Prices start at £88,455, making it almost £11,000 more than the fully kitted-out California diesel. That's before you consider the modest equipment levels, too.

Mercedes buyers will need to pay another £975 for a side awning, and £590 for a camping table and a pair of chairs. As tested in Premium Plus with AMG Line Package trim, the total price is £98,515.

> “YOU COULD GET A HOTEL OR SLEEP IN A TENT, BUT WHY DO THAT WHEN YOU CAN DRIVE PART OF YOUR HOME TO A MUCH NICER DESTINATION AND GET A NEW OUTLOOK ON THE WORLD?”

PRACTICALITY

ALL of these cars are superbly accommodating, with loads of room for four passengers and endless storage space. At the campsite, they're a fun place to live, too.

The California has access to the rear cabin from both sides thanks to its sliding doors, but this results in a smaller kitchen; the Mercedes and Citroen each have two hobs to the VW's one. But the California's fridge is the largest of the three.

ACCOMMODATION

THE ease of getting these camper vans into their sleeping configuration varies significantly.

The Mercedes' back seats drop electrically at the touch of a button. The California's operation is manual but easy to do, while the various catches and levers that lower and raise the Citroen's seats make the process rather fiddly in comparison – plus the seats don't lay as flat as in the other two models here.

OWNERSHIP

VOLKSWAGEN makes Cali life very reassuring thanks to a five-year package that includes free servicing, warranty and breakdown cover.

The Merc gets a three-year warranty and the brand's industry-leading 30-year breakdown package, while the Citroen comes with a three-year warranty and 12 months of roadside assistance. But Citroen finished highest (fifth) in our Driver Power customer satisfaction survey.

NOW in its seventh generation, this Volkswagen camper is smarter than ever. Unlike most other alternatives of this size, the California is based on a car-derived platform rather than van-based architecture; it's adapted from the Multivan people-mover, which itself is based on the same MQB Evo underpinning that is used by everything from a Volkswagen Golf to a Skoda Kodiaq.

That has let it adopt not only advanced in-car tech and driver-assistance systems, but also a more refined chassis set-up and the option of a plug-in hybrid (PHEV) powertrain.

ENGINES & PERFORMANCE 4.5/5★

CALIFORNIA buyers get lots of choice under the bonnet, with petrol, diesel and plug-in hybrid powertrains to choose from. The most affordable is the diesel; the 2.0-litre TDI makes 148bhp and 360Nm of torque. The 2.0-litre petrol offers more sprightly acceleration thanks to its 201bhp maximum output, but its peak torque of 320Nm is less than the TDI's, so we'd suspect that in the real world it'll only be when accelerating up a motorway slip road that the petrol will offer much benefit. The petrol engine is smooth and responsive, although the automatic gearbox can be a touch jerky at parking speeds.

A fairly novel addition to this class is the PHEV model. This version tops the range in terms of price and power by combining a 148bhp 1.5-litre turbocharged petrol engine with a 114bhp electric motor; the resulting system output is 242bhp and 350Nm. The PHEV has four-wheel drive as standard, but at 1,600kg, its towing capacity is 400kg down on the petrol and diesel models.

DRIVING 4.4/5★

THE car-derived platform becomes obvious as soon as you get behind the wheel. In reality, it doesn't feel any less wieldy on the road than a large MQB Evo-based seven-seat SUV such as the Skoda Kodiaq – as long as you can ignore the cutlery rattling around in the drawers.

The steering is light and precise, and the California feels nicely tied down through corners. Even though there's very little difference in size between the California and the likes of the Marco Polo and Holidays, this extra precision in the controls makes it by far the easiest to both manoeuvre in tight spots and accurately point along a country road. It achieves all of this while maintaining a great level of ride comfort and car-like refinement, too, which makes it a deeply relaxing vehicle for long motorway trips.

MPG & RUNNING COSTS 4.0/5★

THE choice of powertrains gives California buyers more flexibility than many of its competitors. While a diesel powertrain makes the most sense, our time with the petrol Cali proved to be reasonably frugal, averaging out at around 31mpg – pretty much bang on what the WLTP cycle states it'll manage.

The diesel option is claimed to achieve 41.5mpg and is cheaper to buy outright, although this model does produce less power than its petrol-engined equivalent.

The plug-in hybrid model is officially capable of up to 62 miles of electric-only range. However, finding a campsite that is able to charge that battery up to make the most of that figure – and therefore its potential for low running costs – might be easier said than done.

INTERIOR & TECHNOLOGY 4.0/5★

THE slick cabin only feels like a van's in the sense that the driving position is very upright. Otherwise, the California feels more plush and better finished than many of Volkswagen's current passenger cars.

DESIGN Much of the switchgear, and even the general layout of the California's cabin will feel largely familiar to anyone who has spent time behind the wheel of a Golf – aside from that much loftier driving position.

In contrast to some of its other passenger cars, VW has focused on sound ergonomics by keeping physical buttons – rather than haptic controls – on the steering wheel. The light colours on the lower part of the dash and upper door trims make an already spacious front area feel even more airy.

QUALITY At a time when many of VW's passenger cars don't quite feel up to scratch in terms of build quality, the California impresses by bucking the trend. The cubbies all feel nicely solid in their operation, and the plastics on the dashboard feel suitably sturdy. The seat materials are plush and soft.

TECH AND INFOTAINMENT One of the benefits of its car-based origins is that the California is now able to take advantage of a lot of the tech from rangemates such as the Golf and Passat. That includes the sharp digital instrument panel; not only is the information shown clearly and concisely ahead of the driver, but it's also possible to tweak the display settings to prioritise driving, navigation or trip functions.

Infotainment tech hasn't been a Volkswagen strong point in recent years, and the California's set-up is merely okay. The on-screen graphics are reasonable, but the display isn't the most responsive. On the whole, the menu structures are reasonably intuitive, and a home screen shortcut remains

VW CA

Welcome to the hotel California,

MODEL TESTED:
Volkswagen California Ocean

PROS	CONS
As comfy to drive as it is to sleep in	Pop-up roof can be prone to snagging
Superb equipment levels	PHEV model is hard to justify
Car-like handling	Only one hob in kitchen area

TESTER'S NOTE

AS in most of the VW's rivals, the front seats can swivel when the van's parked so that they face the rear of the cabin. It's a bit fiddly to do, because you need to make sure that the backrests are angled as far forward as they go to avoid fouling against the door pillars and steering wheel as they rotate.

Also slightly more tricky to use than we'd like is the boot. While it houses the outdoor camping chairs, the downside is that their bulky housing makes fitting an electronic tailgate impossible. As a result, the manual door is very large and very heavy.

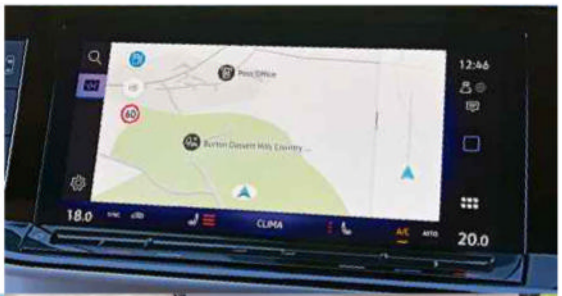
Alex Ingram
Chief reviewer

LIFORNIA

VW's latest in a long line of camper vans

FEATURES

Sat-nav will guide you to campsites (right); California only gets a single gas hob in the kitchen (below, right); pop-up roof (below) gives extra sleeping space



> "THE CHOICE OF POWERTRAINS GIVES CALIFORNIA BUYERS MORE FLEXIBILITY THAN MANY OF ITS COMPETITORS"

a permanent fixture at the side of the Volkswagen's touchscreen.

The touch/slide controls for heating and audio volume below the main display are a little irritating to use, and we'd prefer to see physical shortcut buttons rather than the touch-sensitive buttons that are mounted in the middle of the dashboard.

PRACTICALITY 4.7/5★

INCREDIBLY spacious, comfortable and easy to transform from vehicle to overnight accommodation, the California is superbly well thought out. The only slight downside is a kitchen area slightly smaller than its rivals'.

FRONT SPACE A pair of captain's chairs up front makes the California a wonderfully comfortable place to sit. The fold-down armrests on the seats make it easy to adopt a very relaxed driving position, while there's plenty of reach and rake adjustment on the steering wheel. The little toggle gear selector opens up space lower down on the dashboard for a pair of sturdy fold-out cup-holders, while having two glove compartments, plus another cubbyhole on top of the dash, means that storage spaces are in very generous supply.

A lofty driving position gives the driver a commanding view of the road ahead, but the Mercedes has better over-the-shoulder visibility and a slightly larger rear window.

REAR SPACE Given the size of the California and that it only needs to seat four people on the move, rear-seat space is predictably enormous. Head and knee room are simply vast, even if the back seats are slid forward on their rails to allow for more boot space.

Beyond dropping the seats completely, there isn't much scope to adjust the back rests, but the seats are almost as comfortable as the ones in the front anyway. The door pocket beside the offside passenger is very deep, and the Isofix points are very easy to reach from within their plastic housings.

LIVING In an unusual move for campers of this size, Volkswagen has equipped the latest Cali with sliding doors on both sides. While this might be useful when getting in and out of the rear living area, it does bring a small compromise. In order to give enough of an opening to get in from the nearside of the vehicle, the kitchen area is a little shorter than in many of its rivals.

So while the Citroen Holidays and the Mercedes Marco Polo each have two gas hobs and a sink, the Volkswagen just has a single ring alongside the sink. If you plan to cook a few ingredients at once, it'll make things a little tricky. One advantage to this design is that it positions a very large fridge in a convenient place, because it pulls out into that door-opening area. Sliding porthole windows on both sides make it easy to ventilate the cabin while cooking, too.

Beneath the hob is a pair of sliding doors with storage space in one, and a cutlery drawer in the other, and there are numerous larger cupboards further back – including a ceiling-mounted compartment in the top-spec Ocean model. They all feel fairly sturdy, if not quite as well finished as the units in a Marco Polo. Beside the fridge is an internal table, which can slide into rails on either side of the kitchen unit. It's only really large enough for one person, though.

Mounted on the opposite door pillar to the kitchen area is a touchscreen control panel – something that even the Mercedes lacks. From here, it's possible to manage and monitor a range of the camping functions, from the electrically retractable roof to the volume of water in the fresh and waste tanks, energy consumption when the car is connected to a mains hookup (and battery capacity when it isn't), the internal lights and the fridge.

If the weather is playing nicely, then it's possible to roll out the awning on the passenger side of the California. The operation and fixings feel sturdier than the equivalent system fitted to the Marco Polo.

SLEEPING Preparing the lower bed is easy; some red nylon pulls on the seats release the seat backs to fold them flat, at which point it's simply a case of rolling the stored mattress out on top of the chairs. The bed itself is very comfortable, with an overall width roughly the same as a standard double bed.

If you require more headroom, it's very easy to lift the inner roof panel once the upper section has been raised. Of course, if you have extra occupants, there's another bed located in the car's roof, and the area here is slightly wider than down below. There are three zipped windows, which provide a netted surface to keep insects out, or alternatively the entire front can be unzipped to open it up fully to the elements – ideal if you've parked facing an attractive viewpoint. Two interior lights, plus a USB-C port, show that VW hasn't neglected the occupants in the upper level.

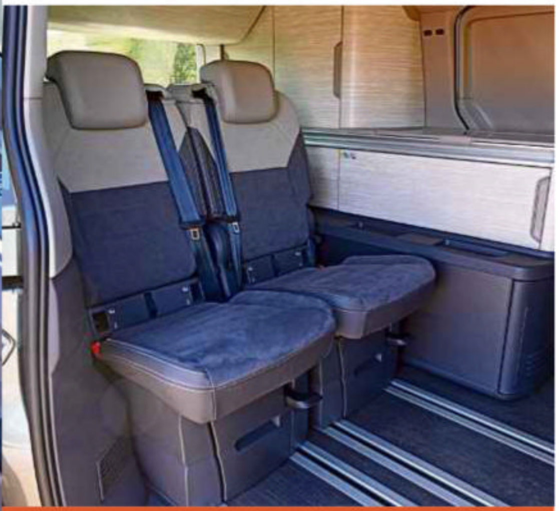
Keeping things nice and dark is something that VW does very well; the retractable blinds on all of the back windows are excellent, while the magnetic blanket-type removable blinds for the windscreen and front side windows also do a very solid job of maintaining privacy.

RELIABILITY & SAFETY 4.0/5★

UNLIKE many of its van-based competitors, the Cali has been subjected to Euro NCAP's

KY74 TWN
California

CABIN
High driving position (left) ensures a good view of the road; sliding rear seats (below) offer masses of legroom for passengers



TESTER'S NOTE

HAVING an electrically operated roof makes preparing for camp so much easier than a manual option, but the California's wasn't without its drawbacks. The system is very cautious and pauses after its first move before presenting a warning message for the user to check if it's safe to continue. Despite being careful, we struggled to stop the roof from snagging when closing, with the material catching in the hinges, which risked rips and tears. This was even more of a challenge if there was a slight breeze while opening or closing.

Alex Ingram
Chief reviewer

GOODNIGHT, CAMPERS
When it comes to bedtime, just slide and fold down the rear seats (above), and then place the mattress (above, centre) on top. The mattress is stored in the boot (above, left) when you're back on the road in the morning

> **"THE SPACIOUS AND COMFY CALI IS EASY TO TRANSFORM FROM VEHICLE TO OVERNIGHT ACCOMMODATION"**

car-based safety tests, at least in its non-camper Multivan form. It scored a five-star rating in 2022, with a 90 per cent score in the Adult Occupant category. Top-spec Ocean trim builds on the Coast's safety tech with matrix LED headlights and the Travel Assist package, which combines adaptive cruise control with a self-steering lane-keep function.

WARRANTY 4.5/5★

VOLKSWAGEN'S 5+ Promise package for its commercial vehicles applies to the California, which means buyers are treated to a five-year warranty plus five years of breakdown cover.

SERVICING 4.5/5★

ALSO included in that 5+ Promise is five years' worth of servicing, plus three MoT tests, all free of charge. ▸

CITROEN is wading into a segment that has two very established rivals: the Volkswagen California and the Mercedes Marco Polo. It's been very clever with its market positioning, though; knowing that those vehicles are the default choice for many buyers, Citroen is offering a product that offers much of the same usability for a significantly lower price.

Mechanically, the Holidays uses the SpaceTourer people mover as its starting point, which in turn is derived from the Dispatch van (also badged as various Peugeot, Vauxhall, Fiat and Toyota vans, among others). Mid-life facelifts to each of those models aimed to give them more distinct front ends, and that's carried over to the Holidays; the three-line LED lighting signature maintains a family look with the C3 hatchback and the C5 Aircross.

ENGINES & PERFORMANCE 4.2/5★

THE Holidays' engine line-up is very simple: there's a single 2.0-litre turbodiesel option that drives the front wheels via an eight-speed automatic gearbox. With 175bhp and 400Nm of torque – the latter available from 2,000rpm – the unit isn't there to deliver sparkling performance, but it copes well with the demands of hauling the 2,365kg camper and its occupants. The engine can sound a little rattly at lower speeds and under hard acceleration, but for the most part it remains fairly hushed, especially at a cruise.

The Holidays can tow a braked trailer weighing up to 2,500kg, which is higher than the upper limits of both the California (up to 2,400kg) and the Marco Polo (2,000kg).

DRIVING 3.7/5★

FROM behind the wheel, the Citroen's van origins are fairly obvious, with it lacking a little sophistication compared with the likes of the California. At low speeds, that's not a bad thing; the steering – a fully electric power-steering system first introduced on the latest SpaceTourer people mover – is very light and the turning circle is fairly tight for such a large vehicle. But the calibration between the brakes, engine and gearbox means that things can get a little jerky when you're performing low-speed manoeuvres.

Up the pace, and it's certainly a car that prefers to make relaxed progress; the controls feel light and a bit vague, and the suspension leans through the turns in a nose-heavy manner. While overall refinement isn't quite as hushed as in some rivals, the ride is very soft; on a motorway this translates into a very easy-going attitude that feels ideally suited to this type of vehicle. But on more undulating B-roads this means that the occupants can be jostled around as the springs and dampers struggle to control the vehicle's mass.

MPG & RUNNING COSTS 4.3/5★

THE diesel engine performs its task admirably, but in our hands it didn't prove to be incredibly frugal. Our time behind the wheel delivered just 30.3mpg, which is roughly the same as the VW California with its petrol engine. Still, given the fact that the Holidays is so much less expensive in the first place, a little extra budgeting for fuel costs won't be a huge hardship.

INTERIOR & TECHNOLOGY 3.8/5★

WHILE the overall design isn't as fancy or as bright as other camper rivals, the Citroen's cabin is fairly ergonomically sound, with decent tech, and it feels hard-wearing.

DESIGN The Holidays is unapologetically van-based inside, with a dash formed solely from hard, shiny, black plastics. Silver highlights and a lighter-coloured roof lining try to break up the monotone look, but overall it feels a bit more bleak than some of its more luxurious or more cheerful rivals. The van-based seating position gives an excellent view forward, though, while the big physical toggle switches for the temperature and fan speed are better to use than touchscreen-only alternatives.

QUALITY When it comes to overall fit and finish, the Holidays is more Premier Inn than The Ritz, but while it may not have the polish of rivals from Mercedes or VW, in some ways this works in the Citroen's favour. The cheaper plastics and harder surfaces feel robust enough to deal with the rough and tumble of family camping, and the fixtures and fittings stood up well to our own testing with two adults and two children.

TECH AND INFOTAINMENT While the cabin looks a little sombre and basic at first glance, Citroen has fitted some of its most recent infotainment tech. The 10-inch widescreen touch display looks fairly sharp and glitzy in this cabin, and it works pretty well, too.

The screen isn't the most responsive, but is much better than the previous offerings in Citroen's van line-up, while it offers both Apple CarPlay and Android Auto wirelessly. A couple of physical controls really help its overall usability; a large, round volume dial sits beside the display, above shortcuts for the home screen and driver-assist features.

PRACTICALITY 4.3/5★

BEING based on the M-length Dispatch van, the Holidays is well set to provide the flexibility

CITROE

French manufacturer aims to off

ROOM ON TOP
A pop-up roof provides extra sleeping space for two people and is more roomy than the inside bed

MODEL TESTED:

Citroen Holidays

PROS

- Torquey diesel engine
- Competitive price
- Soft ride

CONS

- Slightly cheap feeling to cabin and living areas
- Fiddly roof system
- Even fiddlier lower bed area

TESTER'S NOTE

THERE are some areas where the Holidays doesn't feel more like an aftermarket conversion than a purpose-built camper, but beyond some slightly cheap-feeling kitchen units inside, the exterior detailing is one of the main giveaways.

We're pleased that Citroen has opted to offer metallic paint free of charge across the range, but the badging looks comically cheap. The Holidays lettering looks more like it's been hastily printed and slapped onto various body panels rather than a deliberate design choice.

Alex Ingram
Chief reviewer

N HOLIDAYS

fer van life for a significantly lower price tag

talkSPORT
Navigation
Application Drawer
Mirror Screen
Phone

> "THE SOFT RIDE TRANSLATES INTO AN EASY-GOING ATTITUDE THAT'S IDEALLY SUITED TO THIS TYPE OF VEHICLE"

needed for comfortable van life. It may not bring the pricier rivals' luxurious touches, but it takes care of the basics well enough.

FRONT SPACE There's no mistaking the van-like feel of the Holidays up front; the raised driving position means you benefit from good visibility, and it feels light and airy. The rather drab-looking seats are surprisingly comfortable, while there's decent space between the driver and passenger, and large footwells that make it easy to stretch out.

When parked up, it is possible to swivel the front seats to a rear-facing position, but it's a bit of a faff; we struggled to get the driver's seat to lock in once turned around. On the plus side, there's lots of storage options, with deep door bins, a sizable lidded compartment on top of the dash and a cubby for your phone or keys just above the central gear selector. Two cup-holders are also included.

REAR SPACE Passengers are treated to a vast amount of space, and even taller occupants shouldn't find any issues with head, shoulder or legroom. Again, as with those up front, the seats are quite flat and trimmed in cheap-feeling cloth, but Citroen has still managed to make them a reasonably pleasant place to sit on longer journeys. The seat bases are very long, though, which means those with shorter legs will find it hard to bend at their knees.

The seat-sliding mechanism means you can prioritise more luggage capacity in the back, or open up the central area, while both seats offer Isofix points. There are some reminders that the Holidays has van-based ancestry, however. For example, the third-row seatbelts are still in place on the two C-pillars, despite them being mostly hidden behind the kitchen unit and not being necessary at all, given that both back seats have their own in-built belts.

With 715 litres of boot capacity (not including the room in the cupboards), the Holidays has plenty of space inside for camping gear. Slide the back seats all the way forwards, and that figure more than doubles to 1,460 litres, too.

LIVING In addition to the sheer amount of space, there are plenty of good-quality storage options that make camping life a little easier: various cupboards and drawers for all the essentials, plus a taller compartment with a roller shutter (located next to the kitchenette) that's particularly useful. There are fold-out tables on the backs of each of the front seats, but these feel a little flimsy, and aren't much use when the front seats have been rotated.

The kitchen is quite impressive, featuring a hob with dual gas burners and a sink, and while the 16-litre top-loading fridge isn't as big as the ones offered in its rivals, it's still a lifesaver if you're after a cool drink on warmer days. An easy-to-use control unit is located to the side of the kitchen for the heating and battery settings, plus there's a USB charging point (there are eight in total throughout the van) and light switches for the excellent interior illumination. There's even a water container that feeds an external shower connector. Overall, it's a very good package.

SLEEPING A family of four can sleep in complete comfort, with a touch more space in the top bed than in the main cabin. The upper berth also includes a memory foam liner on top of a sprung base, so it's definitely the place to bag if you're after some good-quality rest. Zipped sections that open for ventilation, plus lighting and USB ports round off a very pleasant bedroom area.

Setting up the Holidays for the evening takes a little bit of getting used to; the pop-up roof takes some manual effort to push up, and even more focus to securely fasten away. Equally, the cabin bed requires something of an Ikea mindset; while folding the seats down isn't too much of a hardship, you need to clamber under the seats to release some fiddly catches in order to return them to their original position. Then, a pair of cushions stored under the seats need to slide into metal slots on the ends of the seat squabs to form a full-size bed. However, it's a set-up that we're sure will become a little more straightforward with repeated practice, but alternatives such as the VW and Mercedes have simpler, better-designed mechanisms in the first place.

The outside area isn't quite as versatile as the California's or Marco Polo's, either, because unlike its German rivals, the Holidays does not have a retractable awning.

RELIABILITY & SAFETY 4.3/5★

WHILE we don't have extensive data on the ownership experience of the Holidays itself, Citroen performed very well in our 2024 Driver Power customer satisfaction survey, finishing an impressive fifth overall out of 32 manufacturers. Value and running costs were among the brand's strongest categories, and with only 15.1 per cent of owners experiencing a fault of some sort within the first 12 months of ownership, life with a Citroen proved to be more reliable than with a Mercedes, a Volkswagen, or even a Lexus.

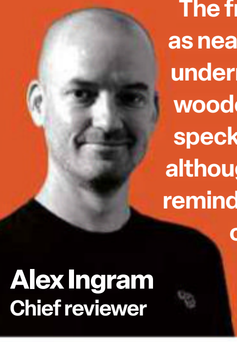
Euro NCAP's safety assessments for commercial vehicles differ from its car ratings in that the scores primarily cover Advanced Driver Assistance Systems (ADAS) rather than crash testing as a whole. The Citroen was awarded a Gold rating for its tech – one step below the highest Platinum score. No less than 17 ADAS features are available,

INTERIOR
Van-based origins are clear to see (left), but the sliding rear seats (below) offer plenty of room for passengers to get comfortable

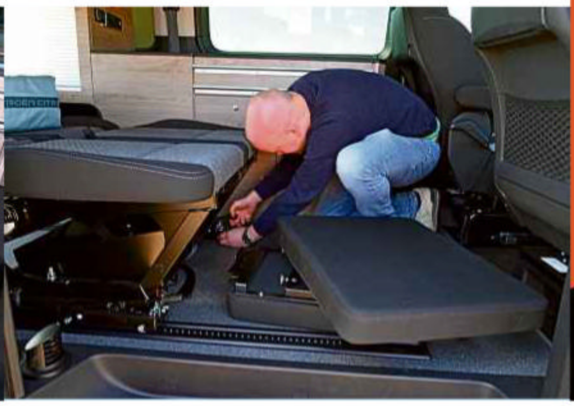
TESTER'S NOTE

COMPARED with the Citroen's nearest rivals, it's clear that the kitchen units are one area where money has been saved. The fake wood trim panels don't quite have the tight fit of those found in a Volkswagen California, and the pop-out door-pull buttons feel a little cheaper than sturdy handles.

The fridge is not integrated as neatly, because it is hidden underneath a small removable wooden panel, while the speckled finish of the floor, although hard wearing, reminds us of the sort of thing you'd find in a school or a hospital.



Alex Ingram
Chief reviewer



READY FOR BED
Transforming the back seats into a bed (above) is a little tricky, but there's lots of room to stretch out when it's done (above, centre); the 715-litre boot (above, left) expands to 1,460 litres with the seats slid forwards

> **"IN ADDITION TO THE SHEER AMOUNT OF SPACE, THERE ARE LOTS OF GOOD-QUALITY STORAGE OPTIONS"**

including adaptive cruise control, automatic emergency braking with pedestrian and cyclist detection, driver-fatigue alert, lane-keeping aid and traffic-sign recognition.

WARRANTY 3.7/5★
THE Holidays has three years of warranty cover, but only one year of breakdown cover from new – putting it behind the packages offered by rivals such as VW and Mercedes.

SERVICING 3.9/5★
CITROEN offers the Holidays with a six-year/92,000-mile service plan, which at just over £900 looks like fairly decent value in isolation, but isn't on the level of VW's free five-year plan. Citroen's doesn't include consumable parts such as tyres and brakes, of course, and MoT tests will also cost extra. ▶

THE Vito is the starting point for the Marco Polo in its transformation from rugged van to posh camper, and Mercedes has packed it with tech to feel as luxurious – both to live in and to drive – as possible.

ENGINES & PERFORMANCE 4.3/5★

WHILE electric powertrains make a superb case for themselves in certain circumstances in large, heavy vehicles such as these, where towing might be a possibility and a convenient range will make road trips much easier, diesel is still very much the fuel of choice.

And in this instance, the Marco Polo is very well catered for. The 2.0-litre unit makes 234bhp and 500Nm – both comfortably more than the diesel engines in either the California or the Citroen Holidays. Unlike them, the Marco Polo is rear-wheel drive, but unless you're in very slippery conditions, this makes little difference to how it drives.

As a result, performance is strong, with a 0-62mph time of a very un-van-like 7.9 seconds, and it means that it'll be able to cope with a fully loaded vehicle better than its rivals. The engine can sound a little coarse under hard acceleration, but it settles down on the move. The engine is linked to a smooth-shifting nine-speed automatic transmission, which makes the progress feel all the more serene. It can be a little slow to respond when you ask for a little urgency – say, when pulling out of a junction – though.

DRIVING 4.0/5★

THE soft leather seats and the supple ride make the Marco Polo superbly comfortable over a long trip. The air suspension plays its part here; not only is it soft enough to soak up rough roads, but it does so without introducing too much float and bounce, which could otherwise rock the whole cabin from side to side. It means that even on a twisty road, the Marco Polo keeps its composure. We'd add the caveat that this is still a top-heavy 2.5-tonne-plus vehicle, so there's only so much that Mercedes can do to compensate for that.

The Volkswagen California feels less lethargic through the corners, and its steering is much more precise and responsive than the set-up here, but that stuff is only important to a small degree in vehicles such as these; the Marco Polo's mix of comfort, stability and performance makes it a fantastic long-distance cruiser.

MPG & RUNNING COSTS 3.4/5★

DURING our time behind the wheel, we averaged 34mpg, which is an impressive return considering the fairly generous power the diesel unit is able to deliver. However, it will take a long time at those figures before you begin to recoup the cost of the initial purchase price, especially when there are some features that you'll need to pay extra for; a side awning is standard on the VW California, but it costs almost £1,000 here.

The Marco Polo is predicted to hold onto just under half of its £88,455 asking price after the first three years or 36,000 miles of ownership.

INTERIOR & TECHNOLOGY 4.4/5★

SUMPTUOUS, well finished cabin design works well alongside neatly integrated in-car tech.

DESIGN Were it not for the very lofty driving position that provides an impressive all-round view, you could be tricked into believing that you were aboard a Mercedes E-Class – at least a slightly earlier generation of the executive model before its dashboard went completely overboard with screens. A pair of 12.3-inch displays sit ahead of the driver in the Marco Polo, forming part of a cabin which gently glows with ambient lighting and looks thoroughly crisp and modern.

We applaud Mercedes for sticking to physical climate controls in the Marco Polo – even if the switchgear is slightly small, it's still much easier to use than it would be to fiddle around on a touchscreen – and our only significant gripe comes from the touch-sensitive controls on the steering wheel, which can be tricky to use.

QUALITY All of the materials that fall close to hand feel solid and well finished, and the window switches, the operation of the air vents and the buttons around the centrally mounted touchpad all feel a cut above the Marco Polo's competition. The wood panelling for the floor in the main compartment and the soft leather on all of the seats only adds to the feeling of expense.

TECH AND INFOTAINMENT The Marco Polo's MBUX infotainment system is largely similar to the set-ups found in current Mercedes cars such as the A-Class, but there are a couple of camping-specific systems added, including – where fitted – the self-levelling suspension system. It all works nicely; the displays are sharp and bright, the loading times are quick, and the range of physical shortcut keys on the raised section of centre console make it easy to navigate among menus, including the page where some of the more intrusive driver-assist systems can be disabled.

PRACTICALITY 4.4/5★

ANY associations with the Vito panel van are quickly dismissed the moment you take a seat inside the Marco Polo; the Mercedes is far and away the most luxurious camper of this

MERCED

German camper van offers five-s

WESTFALIA
KN74 HZJ

VERSATILE
As with its test rivals, the Marco Polo's roof pops up to create another bedroom. There's enough room that you can even leave the duvet on the bed when you close the roof

MODEL TESTED:
Mercedes Marco Polo

PROS	CONS
Smartly appointed rear quarters	Some useful features cost extra despite price
Strong performance	Rivals can tow more
Superb comfort	Expensive to buy

TESTER'S NOTE

AMONG the Marco Polo's options is a fabulous feature for campers. The air-suspension system can be equipped with a self-levelling function, which alters the ride height at each individual corner so that the vehicle remains completely level when parked – perfect when you arrive at a pitch that's on a slight angle.

When rivals have you fiddling with wheel chocks and using your own eye for level, this makes things infinitely easier. It's costly, at £3,100, but worth the outlay – especially given the Marco Polo's asking price.

Alex Ingram
Chief reviewer

ES MARCO POLO

star accommodation if you fancy some glamping

Search
Marco Polo
Navigation
Radio
OFF

DYNAMIC
VOLUME
NAVI MAP
RADIO MEDIA
TEL

> "THE SOFT LEATHER SEATS AND THE SUPPLE RIDE MAKE THE MARCO POLO SUPERBLY COMFORTABLE ON A LONG TRIP"

size. Using the commercial vehicle as a base gives you plenty of space to stretch out.

FRONT SPACE The Marco Polo gets a suitably raised driving position thanks to a set of seriously plush, leather-lined armchairs that give a great view of the road ahead. The tall side windows mean there aren't any great blindspots when pulling out of junctions, and over-the-shoulder visibility is better than in its rivals. It's a little odd that there is no electrical adjustment for the front seats, though, especially when so much is controlled electronically elsewhere.

The front seats swivel 180 degrees, but getting them to face rearwards is a bit of a palaver. And even once you've spun them right around, the full-length kitchen restricts the legroom of anyone wanting to sit in the front passenger seat.

The chunky centre console isn't intrusive, but compared with rivals such as the VW and Citroen, front storage space is in short supply; there's a glovebox and very low door pockets, and that's about it. Thankfully, there's plenty of space between the front seats, allowing those in the front to access the rear without getting out of the van. There are two USB-C ports up front, plus a 12-volt socket.

REAR SPACE There's really very little to separate the Mercedes from the Volkswagen or Citroen when it comes to space in the back. However, there are a few key differences that may swing it – such as the Marco Polo's electrically-operated rear bench.

This premium feature may mean it's not as quick to fold out the lower bed as it is in the Volkswagen, but it does boost comfort for those in the back. The single-piece bench seat moves manually back and forth – the VW offers two separate seats that can slide independently, and even be removed individually – but it's relatively smooth, and can open up a giant boot if needs be.

There's another drawer under the rear seats, which is useful for storing the sunshades and other bits and pieces. This drawer feels cheap and flimsy, though – pretty much the only part we found inside the Marco Polo that did. A further pair of USBs (one USB-A and one USB-C) in the rear, plus a three-pin plug and a further 12V socket mean all of your power-related needs are catered for – with the caveat that only the USBs work without the ignition on.

LIVING It's clear that Mercedes has lifted a number of tips and tricks from the well established Volkswagen California when it comes to the living space inside the Marco Polo. But if you want the most premium or luxurious compact camper on the market, neither rival here comes close.

The entire cabin is covered in soft leather, and clever features – such as magnets in the drawers to hold down the various bits of crockery, pans and the like – make for a smoother, and less rattly journey from A to B. There's a decent amount of storage in the rear compartment, with reasonable-sized cupboards below the two-ring gas hob, sink and fridge, as well as taller, wardrobe-esque spaces towards the rear.

There's also a handy table that pulls out from alongside the rear bench, perfect for eating inside when the weather isn't playing ball. However, while the VW offers another for outside, the Merc makes do without. The Marco Polo does have a couple of fold-out picnic chairs in the boot, however.

Also as with the VW, there's a cupboard mounted in the ceiling that offers more storage space. While this has damped hinges in the California, here it's simply held in place with nylon straps, so you need to keep well clear and be careful when opening it so that it doesn't slam down too dramatically.

SLEEPING As with its rivals here, there's room for four across two double beds inside the Mercedes. The top bed features a sprung base with a mattress on top, and in our experience is considerably more comfortable than the slightly unforgiving lower bed, where the mattress isn't quite as thick as the California's. Much like in the VW and Citroen, accessing the top bed requires some gymnastic ability, and once up top in the Mercedes, it doesn't have as many windows as its rivals.

The roof raises and lowers electrically, making it infinitely easier than the Citroen to set up upon arrival at a campsite. There are two LED lights on bendy arms up top, and enough space in the roof to close it with a double duvet still on the bed – saving the need to store it elsewhere. Our Marco Polo also had insulated panels that can be fixed to the inside of the roof tent using Velcro – perfect in spring or autumn, but probably not needed in the height of summer. A diesel heater keeps things toasty even in the depths of winter.

RELIABILITY & SAFETY 3.8/5★

A RATHER underwhelming 25th-place finish out of 32 manufacturers didn't put Mercedes in a particularly good light in our 2024 Driver Power customer satisfaction survey. Running costs are an area where the firm doesn't score highly, and 26.3 per cent of respondents to our survey said that they experienced a fault of some sort during their ownership.

The Marco Polo (in its van-derived Vito form) has been subjected to Euro NCAP's

UPMARKET
As you'd expect for the price, the Mercedes is the most premium option in this test, with lots of leather trim upping the impression of luxury

TESTER'S NOTE

OUR time behind the wheel (and under the covers) of the Marco Polo was in a model fitted with the AMG Line Package. Unless you're really concerned about appearances, it's a pack that we'd skip, because it's only adding a range of cosmetic upgrades that you could very easily live without.

Among them are an AMG bodykit with deeper front bumpers, a new grille design, a lip spoiler and side skirts, a set of 19-inch alloy wheels, plus carbon fibre-effect trim and new floor mats; that's £4,650 for extras without any substance.

Alex Ingram
Chief reviewer

INTERIOR
Two-level boot (above, left) is a handy feature; the rear seats fold electrically to make a bed (above, centre) with a useful drawer below; the two front captain's chairs (above) swivel through 180 degrees once you're parked up

> **"IT'S CLEAR MERCEDES HAS LIFTED A NUMBER OF TIPS FROM THE VW WHEN IT COMES TO LIVING SPACE"**

commercial vehicle assessment, which focuses more on driver-assist systems than an overall safety picture. In this area however, it performed very strongly, being awarded the top Platinum rating.

WARRANTY 4.1/5★

A THREE-year warranty is offered as standard, while the Marco Polo also benefits from the same industry-leading 30-year pan-European breakdown cover package as the rest of the manufacturer's car line-up.

SERVICING 3.8/5★

THE Mercedes service plan guarantees parts and labour prices for the first four services, which should offer some peace of mind to those people who are looking to maintain predictable running costs.

PRICES AND SPECS

	VOLKSWAGEN CALIFORNIA	CITROEN HOLIDAYS	MERCEDES V300D MARCO POLO
Our choice	VW California Ocean	Citroen Holidays	Mercedes V300d Marco Polo
Price from/price as tested	£80,497/£84,754	£55,395/£55,395	£88,455/£98,515

POWERTRAIN AND PERFORMANCE

Powertrain	4cyl petrol/1,984cc	4cyl diesel/1,997cc	4cyl diesel/1,950cc
Power/torque	201bhp/320Nm	175bhp/400Nm	234bhp/500Nm
Transmission	Seven-speed auto/fwd	Eight-speed auto/fwd	Nine-speed auto/rwd
0-62mph/top speed	10.0 secs/124mph	10.6 secs/106mph	7.9 secs/134mph
Fuel tank capacity	60 litres	70 litres	70 litres
WLTP economy	30.7mpg	29.8mpg	36.7mpg
Test efficiency/range	30.8mpg/407 miles	30.3mpg/467 miles	34.0mpg/524 miles
CO$_2$ emissions	210g/km	208g/km	207g/km

DIMENSIONS

Length/wheelbase	5,173/3,124mm	4,981/3,275mm	5,140/3,200mm
Width/height	1,941/1,972mm	1,924/2,010mm	2,249*/1,990mm
Boot lip height	583mm	563mm	544mm
Kerbweight/towing weight	2,395/2,400kg	2,365/2,500kg	2,551/2,500kg
Towbar	£948	£700	£875
Turning circle	12.1 metres	12.4 metres	12.4 metres

COSTS/OWNERSHIP

Residuals (after 3yrs/36k miles)	£43,581/54.14%	£26,529/47.89%	£44,174/49.94%
Depreciation	£36,916	£28,866	£44,281
AA.com insurance quote/VED	£941/£360	£776/£ 360	£1,018/£360
Service cost	£0 (5 years)	£905 (6 years)	£1,435
Annual tax liability standard/higher rate	£3,203/£6,407	£2,199/£4,398	£3,521/£7,043
Annual fuel cost (10k miles)	£2,050	£2,084	£1,443
Basic warranty (miles)/recovery	5yrs (unlimited)/5yrs	3yrs (60,000)/1yr	3yrs (unlimited)/30yrs
Driver Power manufacturer position	29th	5th	25th
NCAP Adult/child/ped./assist/stars	90/89/69/87/5★ (2022)	Gold/67 (2024)	Platinum/90 (2024)

EQUIPMENT

Metallic paint/wheel size	£984/18 inches	£0/17 inches	£760/19 inches
Parking sensors/camera	F&r/yes	F&r/yes	F&r/360-degree
Spare wheel/Isofix points	Repair kit/two	£150/two	£260/two
Keyless entry & go/powered tailgate	Yes/no	Yes/no	Yes/yes
Leather/heated seats	No/yes	No/yes	Yes/yes
Screen size/digital dashboard	10 inches/yes	10 inches/yes	12.3 inches/yes
Climate control/auxiliary heater	Yes/yes	Yes/yes	Yes/yes
Awning/pop-up roof	Yes/electric	No/manual	£975/electric
Sliding doors/electric	Two/£1,200	Two/no	One/yes
Gas hobs/sink	One/yes	Two/yes	Two/yes
USBs/wireless charging	Six/yes	Six/yes	Four/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no	Yes/no
Cruise control/steering assist	Yes/yes	Yes/no	Yes/no

*Including mirrors

WHAT WE WOULD CHOOSE

VOLKSWAGEN CALIFORNIA

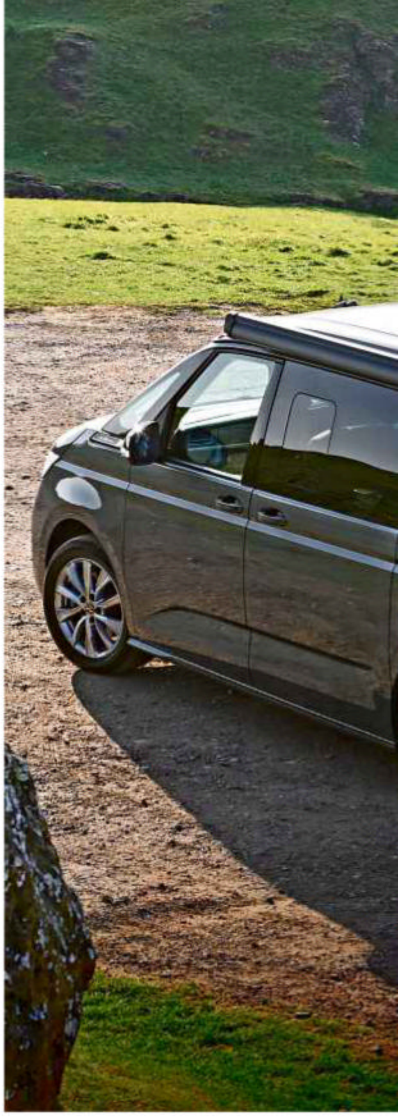
WE'D be tempted to splash out on one of the eye-catching two-tone paint finishes – although they're pricey at £2,940. And while we're at it, there's also a very striking set of 19-inch alloys available (£654).

CITROEN HOLIDAYS

THERE'S not much to add to the standard spec, but given its hauling ability, the £700 towbar could be a useful extra. A spare wheel will also save from the drama of a possible puncture on a long trip – that's £150.

MERCEDES MARCO POLO

THE self-levelling air suspension is a must-have feature as far as we're concerned – we wish all campers had this tech. There are 10 exterior paints to choose from, including colourful blues and reds, for £760.



VW CALIFORNIA

BEST FOR STYLE

THE two-tone paint options and distinctive looks prove that even one-box designs like these can really stand out - and Volkswagen has nailed it.

CITROEN HOLIDAYS

BEST FOR VALUE

SURE, the Holidays has a few compromises here and there, but it's really hard to knock that price point when it's compared with its rivals.

MERC MARCO POLO

BEST FOR LUXURY

THE Marco Polo genuinely is the most lavish camper money can buy. From the quality of the cabinets to the sumptuous seats, it feels very expensive.

> “IT’S CLEAR THAT VOLKSWAGEN HAS PUT ALL OF ITS KNOW-HOW INTO THE CALIFORNIA, BECAUSE THE SUPERB ALL-ROUNDER STRIKES THE PERFECT BALANCE BETWEEN LUXURY, TECHNOLOGY AND AFFORDABILITY ”

RESULTS

WINNER ★★★★½

VW California

AUTO EXPRESS
ROAD TEST
WINNER
VOLKSWAGEN
CALIFORNIA
MAY 2025
★★★★½

IT’S clear that Volkswagen has put all of its know-how into the California, because this superb all-rounder strikes the perfect balance between luxury, technology and affordability.

The rear living area is only let down by its single hob, but is spacious and easy to convert from driving to sleeping. It’s easily the best here on the road. If you’re planning your next decade’s worth of trips away, there’s nothing that’ll do it better.

RUNNER-UP ★★★★☆

Citroen Holidays

ON paper, the Holidays looks like a bargain, and the price alone means the Citroen deserves a place on many camping plots at home and abroad. A punchy diesel engine, a soft ride and great visibility will make the journey there a cinch, as well.

There are compromises at this price point, though, and we’d be willing to pay a little extra for the convenience of a better-designed roof system and less fiddly lower bed. If the VW and Mercedes are beyond your budget, the Holidays is an excellent alternative.

THIRD ★★★★☆

Mercedes Marco Polo

THIRD place in this test isn’t a reflection of how good the Marco Polo is as a camper van. In many ways it has the other two beaten; its performance, quality, finish and tech are better than in either rival.

But while it holds an advantage in some areas, that’s not enough to justify the Mercedes’ price tag. It’s hard to argue the case for nicer materials and trick suspension technology for the £45,000 you’ll need to pay beyond the Citroen Holidays, or the £35k or so that a Volkswagen California with almost all the same features can offer.

BMW 530e TOURING

SECOND REPORT

Our BMW's espresso trim and slick tech are proving to be a punchy brew

Richard Ingram

Richard.Ingram@autoexpress.co.uk

THE more time I spend in 'my' BMW 530e Touring, the more I gel with it, and any issues I do have all feel a bit trivial.

I really appreciate the new 5's interior. The panoramic iDrive infotainment system is crystal clear and full to the brim with the latest tech – plus it's becoming easier to navigate with every use. I've configured the digital instrument cluster just so, too, and its graphics are slick and easy to read.

Then there's the driving position, which is spot on, although I resent having to rake my seat back and forth manually in a car that costs the best part of £65,000. On a cold morning, the heated seats (and heated steering wheel) activate automatically, which keeps me and my passenger toasty.

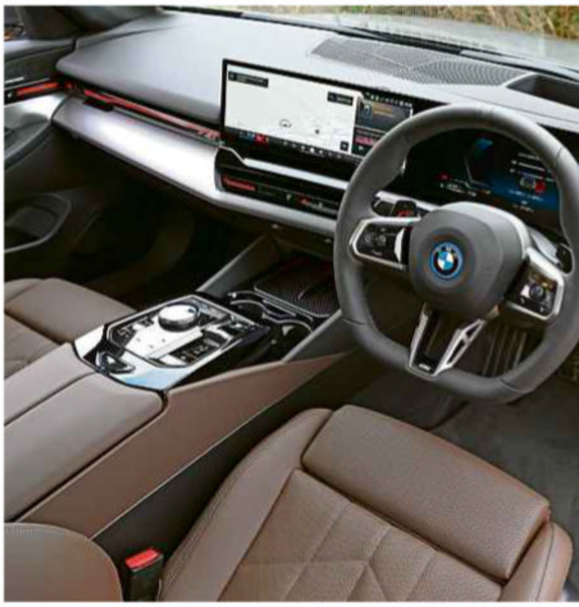
But perhaps the thing I love most about the car's cabin, is the 'Espresso Brown Perforated and Quilted Veganza' leather alternative that extends not only to the seats but also the doors and parts of the dashboard. It's such a welcome change from the monotonous black you find in so many new models these days, and better still, it's a no-cost option.

It got me thinking about how the 530e is a bit like a shot of espresso in that when you want to, you can flick the car into Sport mode and the engine is poised to respond to your every input. It feels like a car transformed actually; its otherwise relaxed persona fades away, and despite weighing just over two tonnes, it never feels particularly heavy. It's got plenty of get-up-and-go (0-62mph takes 6.4 seconds), and it corners almost flat.

You aren't rewarded with a throaty engine or exhaust note, but nor does it sound coarse or strained like some PHEVs I've driven. However, I've found the noise it pumps through the speakers when you're running in EV mode an acquired taste; I've switched it off.

Quality is on point – almost every surface is covered in some sort of soft material, and the buttons and switches operate with tactility,

> **"I LOVE THE BROWN LEATHER ALT**
> **CHANGE FROM THE BLACK IN SO**



INTERIOR
The central control is largely redundant because we use Apple CarPlay. We're big fans of the brown trim, and the central screen has crisp graphics and responds quickly.

Otis Clay

MODEL TESTED:
BMW 530e Touring M Sport Pro

On fleet since:	January 2025
Price new:	£64,705
Powertrain:	2.0-litre 4cyl turbo petrol PHEV
Power/torque:	295bhp/450Nm
CO2/BiK	18g/km/9%
Options:	Technology Pack (£2,000), Panoramic Glass Sunroof (£1,600), Comfort Pack (£1,200), Towbar (£1,200), Oxide Grey paint (£900), Sun Protection Glass (£470), Flexible Mode 2 Charging Cable (£350)
Insurance*:	Group: 34E/Quote: £1,283
Mileage/mpg:	3,125 miles/79.8mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Longer EV range in summer
- Sporty handling
- Long-distance comfort

CONS
- Some expensive options
- Rear seats could be bigger
- Manual seat adjustment

> ERNATIVE. IT'S A WELCOME
> MANY OTHER NEW MODELS ”

SEATS
Front seats are very comfortable, but the absence of electrical adjustment grates somewhat in a £65,000 machine

even if I find myself using the rotary iDrive wheel on the centre console less and less as I use the built-in Apple CarPlay connectivity. The head-up display is so intuitive, too; I now use it more than the conventional dials.

While my opinions are overwhelmingly positive, there are a few things that get on my nerves. Those aforementioned part-electric seats seem stingy, and as I touched on in a previous report, space in the back could be better; my four-year-old daughter shouldn't be able to easily kick the back of my seat in a car that measures more than five metres long.

On the theme of family-friendly features, we've had to reluctantly order a BMW-specific mount for her tablet (around £150), because the cheap Amazon-sourced clip we've used for the past two years won't fit to the 5's awkward headrests. The new set-up is pretty slick, but it seems an unnecessary expense when the old one worked on every other car I've had.

My final frustration is equally minor, in that when you open the tailgate, the luggage cover automatically retracts by about six inches to improve access to whatever's in the boot. Yet annoyingly, it doesn't pull back across when you close the car, leaving your belongings exposed to any prying eyes.

But in general, life with the 530e is very good indeed. I'm regularly seeing 50 miles or more from a single charge of the 19.4kWh battery, which takes around three hours to top up on my home charger. This costs around a fiver on a typical domestic electricity tariff – or a lot less if you can 'refuel' overnight on an off-peak rate. Plugging in as often as I can has helped me significantly improve my so-called eDrive share of late, while also seeing my overall combined economy nudge 80mpg.

VERDICT ★★★★⯪

I'M revelling in the 5's sumptuous seats; this is a comfortable car that, when you need it, acts like a shot of espresso hardlined straight into the bloodstream. It makes you wonder whether the new M5 Touring – the 530e's motorsport-developed brother – could be the ultimate all-rounder. I'll investigate that in a future report.

SECOND REPORT

VOLVO EC40

Our Swedish coupé-SUV excelled on a holiday to Yorkshire

Darren Wilson

Darren.Wilson@autoexpress.co.uk

OF all the electric cars that I've tested, this Volvo seems to have finally killed off any lingering range anxiety. And the more I drive our EC40 the more I like it.

I've added a couple of thousand miles since my first report back in February, the majority of which have come via home charging using my 7.4kW charge port. I've heeded the in-car advice and limited the battery charge to 90 per cent. Based on my standard home electricity tariff of 27.03 pence per kilowatt-hour (kWh) a full home charge of the Volvo's 75kWh battery (usable) would cost £18.24.

That gives me about 240 miles based on my average efficiency of 3.2 miles per kWh, although I'm increasingly aware that EV efficiency is a grey area and the key word is 'average'; the EC40 is currently achieving far more than that figure. The weather is fine, the heating is off, but it's not so hot as to require air-conditioning, so the EC40 is in a sweet spot in terms of power consumption.

Therefore every time I get in the car, the efficiency figure (shown in kWh per 100 miles) ticks down very slightly, and it will be interesting to see how low the figure drops before going the other way. It should also be noted that I haven't turned up the brake regen for one-pedal driving because my wife hates it. But I will carry out a lengthy test before the next report to see what it adds to our range.

The time spent charging the car at home varies. Official figures suggest a full charge time of 12 hours, but I would rarely leave the Volvo below 20 per cent capacity (roughly 50 miles range) and often only charge to 70 per cent (approximately 200+ miles range). So the car might only be plugged in for five hours.

However, on a recent holiday to Yorkshire I realised how much more expensive it is to use the UK public charging network.

One typical top-up at an MFG Power 150kW charge point in Lincolnshire took the EC40 from 18-70 per cent charge in around 31 minutes and the charging rate was at times in excess of 100kW (adding 323 miles per hour). That added 50.32kWh or 161 miles (based on 3.2mi/kWh) for £39.75 (79p per kWh).

While we were away, the EC40 was excellent. The simplicity of the infotainment and tech suits me perfectly, and it's a comfortable, practical car with a smooth motorway ride.

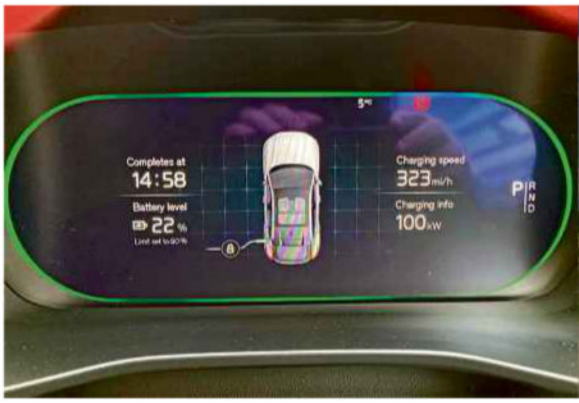
I've spoken with colleagues about my love of Volvo and wondered if I'm the only one. Many of them have been behind the wheel of the latest models, including the EX90. Therefore, while they agree that our EC40 ticks many boxes, they feel the infotainment and screen size seem a little dated, as does the cabin.

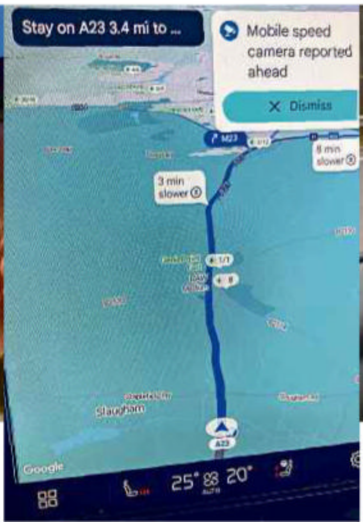
Happy to be behind the curve, I'm still thoroughly impressed by the understated usability of the EC40's tech. I have everything I need in simple graphic form, with clear nav instructions, including traffic-camera warnings, plus potential time-saving detours to avoid traffic hotspots, which are indicated as amber or red sections of road.

EV charge stations are displayed in icon form, along with the number of chargers and how many are free. It's all so easy and with an excellent instrument display ahead of me, I barely have to take my eyes from the road.

5
EV Power
150kW

HOLIDAY CHARGING
MFG Power delivered fast charging and time for a 30-minute coffee break, but a 161-mile top up cost £39.75




Stay on A23 3.4 mi to ...

Mobile speed camera reported ahead

EC40 SIMPLICITY
Darren finds the Volvo comfortable, light and airy thanks to the large panoramic glass roof. Icons on the sat-nav screen deliver key info, while the large wing mirrors and proximity warning lights make up for really poor rear window visibility

MODEL TESTED:

Volvo EC40 Single Motor Extended Range RWD Plus

On fleet since:	December 2024
Price new:	£54,305
Powertrain:	78kWh battery, 1 x e-motor
Power/torque:	252bhp/420Nm
CO₂/BiK:	0g/km/2%
Options:	Metallic paint (£0)
Insurance*:	Group: 36E Quote: £974
Mileage/efficiency:	3,555/3.2mi/kWh
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Exterior design
- Infotainment is simple and logical
- Excellent dash and dial displays

CONS

- Rear visibility
- Poor reversing camera
- Interior feels a bit dated

> **"I'M STILL IMPRESSED BY THE UNDERSTATED USABILITY OF THE TECH IN THE EC40"**

DASH DISPLAY The layout of the dials allows Darren to navigate without moving his eyes from the road. Simple steering wheel controls work the cruise control and infotainment system

VERDICT ★★★★☆

I'M really enjoying my time with the EC40. It looks great without being ostentatious. It's simple throughout, with clear displays and sensible tech, plus it's easy to drive. It's comfortable, practical and the decent range has removed any anxiety.

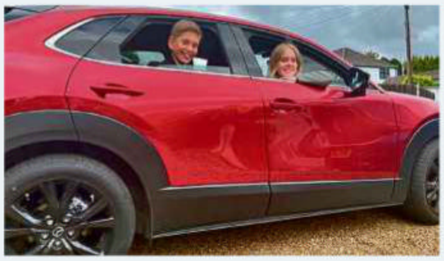
FLEETWATCH

KGM ACTYON

THE KGM Actyon is not without its shortcomings, but one area where it most definitely does not come up short – or narrow or shallow – is the boot. The Actyon might be priced like a mid-size SUV, from £38,649, but its 668-litre boot is bigger than you'll find in a BMW X5.

I've been putting the space to the test with a huge load of top soil – and if you do need even more room, the seats fold down flat to free up a vast 1,580 litres.

STEVE WALKER



MAZDA CX-30

ROADWORKS in my local town mean I've had to use back streets and minor roads on the school run. The CX-30 is perfect for this, given that it's zippy off the mark and simple to drive, with its raised ride height helping to navigate speed bumps more easily and offering a better all-round view.

The Homura specification features front and rear parking sensors and a reversing camera, so squeezing into tighter spaces is pretty effortless, too.

PAUL ADAM

REPORT INDEX

Alfa Romeo Giulia QF	Issues 1,869, 1877
BMW 530e	Issue 1,870
Cupra Tavascan	Issues 1,868, 1,881
Dacia Duster	Issue 1,876
Ineos Grenadier	Issues 1,866, 1,875
KGM Actyon	Issue 1,877
Lexus LBX	Issues 1,864, 1,872
Mazda CX-30	Issues 1,865, 1,875
MG3 Hybrid+	Issues 1,860, 1,869, 1,881
Peugeot E-3008	Issue 1,867
Range Rover Sport	Issue 1,874
Renault Scenic	Issues 1,855, 1,865, 1,880
Renault 5	Issue 1,878
Skoda Superb	Issue 1,871
Vauxhall Grandland	Issue 1,881
Volkswagen ID.7	Issue 1,873
Volvo EC40	Issue 1,871

PRODUCT AWARDS 2025

THE BEST OF THE TESTS Over the following 29 pages we celebrate the very best products we have tested over the past 12 months

THE product testing team at Auto Express knows that you want to take good care of your car – but want to make sure you are not wasting your time or money. So for nearly three decades we have been doing the most comprehensive car care tests in the business, putting more than 600 products through our rigorous regimes every year.

Each item is assessed from the point of view of a consumer, so if a polish costs twice as much as its rivals but you can't see the difference without the help of a microscope, it's not going to be a winner.

The winners of the 2025 Product of the Year Awards represent the very best in their categories, from simple tyre dressings that cost only a few pounds up to the latest dash cams with prices in the hundreds.

While we continue to test the old favourites, this year's awards introduce critical updates to reflect market shifts. We have noticed the influx of cheaper products from previously unknown brands sold through Amazon, eBay and Temu, and have put them through the same tests as the established brands to see if they really are the bargains they appear to be.

In the case of dash cams, our testers were so overwhelmed with the number they'd been sent for review that we decided to conduct a 'mega test' with 15 devices put through their paces. You'll be seeing more of these in our most popular categories over the coming months.

You might notice another big change this year – a new face looking after the awards. After more than 25 years, Kim Adams has handed over the product editor reins to Tom Barnard – although Kim will still be advising and helping out with several tests every year.

Thanks to Kim and everyone who has helped us with the tests this year, and congratulations to all of our winners.

> “THIS YEAR'S AWARDS INTRODUCE CRITICAL UPDATES TO REFLECT A SHIFTING MARKET”

COMPREHENSIVE
Tom and his test team assess every type of product that car owners are likely to need

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

PHILIPS
RacingVision GT200
H7
Up to 200% more brightness

Headlight bulb

TODAY'S cars might be packed with technology designed to help you avoid a collision but you still need to see where you are going, which is why we test headlamp bulbs every year.

Our 2024 assessment looked at the big-selling single-filament H7 plus, for the first time, H1 bulbs, which are primarily used for high beam.

This required a new test procedure. For the H7 we conducted our standard assessment of the dip beam, measuring the area above 30 lux, the length and width, and the brightest point, and calculated our usual figure of merit (FOM) – combining light at the centre of the road and kerb 50m ahead of the car plus twice the 75m figure.

For the H1, we again measured length, width, brightest point and area above 30 lux, plus an FOM combining readings from the beam centre with those from 2.5 and five degrees either side.

WINNER

Philips RacingVision GT200

Price: £22.49
Contact: *powerbulbs.com*

PHILIPS continued its run of success with the GT200, but this time we tested the H7 bulb, following last year's H4 win.

The RacingVision took the win in all our assessment areas, giving it a comfortable victory.

As the name suggests, Philips claims a 200 per cent beam improvement over a standard bulb, but we saw around 270 per cent in some of our tests, thanks to the well designed Volkswagen Passat headlamp set used in our test. In the beam length test it reached a useful 111 metres. Whatever the car, this is a top performer and provides a significant extra safety margin over standard bulbs.

PHILIPS
RacingVision GT200
H7
Up to 200% more brightness

COMMENDED

Philips X-tremeVision Pro150

Price: £19.49
Contact: *powerbulbs.com*

IN the H1 category, Philips took another clean sweep of all our tests.

In our Ford Transit headlamp we, yet again, saw a bigger improvement than the 150 per cent Philips was claiming, recording light levels that were closer to 190 per cent.

When tested, the Pro150 had a healthy advantage over rivals that had also claimed a 150 per cent improvement.

In the light tunnel it was the only bulb to top 200 metres in the length measurement – key for a high-beam lamp where maximum brightness is required. This was also reflected in the FOM figure which was 15 per cent ahead of rivals.

PHILIPS
X-tremeVision Pro150
H1
Up to 150% more brightness

Ring Xenon150

Price: £24.42
Contact: *ringautomotive.com*

RING emerged as the pick of the Osram-produced lamps, but it was close – although the remarkable Phillips was a good step ahead.

The Xenon150 got closest to the pacesetting X-tremeVision in the beam length and width test, where it delivered an average of 197 metres for length, just four metres shy of its rival. In the width test it was a metre shy.

The Xenon150 was runner-up in all the tests with the exception of the area above 30 lux where stablemate Osram took second place.

One area where the Ring topped the Philips is its packaging, which better reflects today's environmental concerns than the plastic of its rival.

Xenon150
Brighter Headlamp Bulbs
RING
H1

Waterless wash

WHEN your car is really grubby, it will always be best to give it a thorough wash, using plenty of water to help soak the dirt and rinse it away. But what if you don't have access to a hosepipe? Perhaps a long hot summer will bring a ban, or maybe you've driven a long way to a show or event and your car needs a quick spruce to look its best.

Waterless washes may seem like a shortcut and there are many enthusiasts who won't like the idea, but a couple of squirts of our winner will make them think again. Used with a stack of microfibre cloths, they'll power through dirt and cut through to a shine. Most will also add a waxy coating to protect the paint too.

We tested 13 products, using a black car's paint with a layer of dried-on dirt to check for cleaning ability. We also checked water-beading ability straight after cleaning and two weeks later.

CARPRO
ECH2O
waterless wash & quick detailer
for exterior surfaces
High gloss SiO2 hybrid detailer
Works great in sun & shade
Eco-friendly waterless wash
0.5L | 16.9 FL OZ

> "MANY ENTHUSIASTS WON'T LIKE THE IDEA OF A WATERLESS WASH, BUT A COUPLE OF SQUIRTS OF OUR WINNER WILL MAKE THEM THINK AGAIN"

WINNER

CarPro ECH20

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

Price: £9.95 **Size:** 500ml
Contact: *cleanyourcar.co.uk*

THIS is the first time we've tried CarPro's ECH20 and it's gone straight in at number one offering amazing performance and brilliant value.

Spraying the liquid onto our test panel instantly dissolved the dirt and lubricated the surface, meaning wiping was less of a chore – and should scratch less too. The company claims it uses SiO2 – better known as ceramic – ingredients, which meant the ECH2O was still beading water strongly after two weeks.

Our favourite part is the economy, though. The CarPro is designed to be diluted 1:10, or even 1:15, so it costs far less per clean than most of it rivals.

CARPRO
ECH2O

COMMENDED

Gyeon Q²M ECOWash

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £14 **Size:** 500ml
Contact: *gyeon.co*

GYEON'S ECOWash can be used in three ways. The first two are meant to save time and water as part of a normal car clean; either you can use it instead of a shampoo so you can skip the rinse stage, or it can be a drying aid that helps water bead off without needing a cloth.

It's the final option we tested here, where the liquid was used as a waterless wash. We followed the instructions, trying it at a 1:10 dilution, and were impressed with the cleaning and beading. It is versatile, but in a strict waterless wash test it loses to the CarPro mainly because it's not such good value.

GYEON
ECO WASH

ALSO TESTED

Sonax Xtreme Waterless Shine & Wash

Price: £15 **Size:** 750ml
Contact: *sonax.co.uk*

INSTRUCTIONS say to apply to a cloth rather than a panel, so you'll use more product and limit the cleaning ability.

Diamondbrite Xpress Wash & Wax

Price: £9.99 **Size:** 500ml
Contact: *diamondbrite.shop*

A DECENT all-round performer with good cleaning and beading, but it looks costly compared with top rivals.

Turtle Wax Waterless Wash & Wax

Price: £8 **Size:** 750ml
Contact: *turtlewax.co.uk*

AT less than a tenner, the large 750ml bottle represents good value. Beads water well but left some smears after cleaning.

Angelwax H2No!

Price: £24.25 **Size:** 1,000ml
Contact: *angelwax.co.uk*

A BIG bottle, but it has a big price too. Can be used as a rinseless shampoo when diluted. Left some smears and didn't bead water.

Shelby Ceramic Waterless Wash & Wax

Price: £24.99 **Size:** 500ml
Contact: *cslshelby.com*

WATERY fluid with a great lubricating effect. It cleared dirt well but left some smears. Too expensive to take a top spot in this test.

Infinity Wax Zero Water

Price: £9.99 **Size:** 500ml
Contact: *infinitywax.com*

CLEANED reasonably well and some beading evident. Can also be used as a 'rinse aid' to prevent water marks.

Armor All Wash & Wax

Price: £5.66 **Size:** 500ml
Contact: *halfords.com*

GOOD value, but the Simoniz is cheaper and does a better job. The Armor All takes an age to evaporate and offers no beading.

Soft99 Fukupika Spray Waterless Wash

Price: £12.99 **Size:** 400ml
Contact: *soft99store.co.uk*

DESPITE the name, the pricey Soft99 is designed as a maintenance spray for cars treated with wax rather than a proper cleaner.

DIY Detail Waterless Wash

Price: £12.99 **Size:** 473ml
Contact: *diydetail.co.uk*

GENERAL cleaning performance is OK, but left smears and didn't bead water, even just after application.

Pure Definition Gloss Wash Waterless

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £7.95 **Size:** 500ml
Contact: *pure-definition.co.uk*

IF you want a waterless wash that works without needing to be diluted, then our choice would be Pure Definition's Gloss Wash Waterless. Despite not using the seemingly magic ceramic ingredient included in so many rivals, the bright blue liquid did a great job of cleaning our panel, with good lubrication of the cloth, strong beading and no smears.

Our only reservations are a sickly smell and a higher cost per wash than with the winner. Pure Definition includes a 30x40cm microfibre cloth as part of the package, but we'd say you need more than one to clean a car properly.

Pure Definition
GLOSS WASH WATERLESS

Simoniz Waterless Wash & Wax

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £5.50 **Size:** 500ml
Contact: *tesco.com*

AT just £5.50, the Simoniz Waterless Wash & Wax costs less than most petrol station mechanical car washes, so looks like a bargain – although you should bear in mind that it isn't designed to be diluted like the Gyeon and CarPro.

The aqua-blue liquid can be used sparingly and gets decent results, but it doesn't have the cloth-lubricating qualities of more costly rivals. Leave it to soak into dried dirt for a few seconds and it shifts easily though, and there was no trace of streaks. In the short term it leaves a pleasing smell, and after two weeks the paint was still beading well.

SIMONIZ
Waterless Wash & Wax
Wash

Wheel cleaner

YOUR car's wheels have to put up with a lot. They are constantly being showered in a combination of red hot dust from your brakes, rubber tyre particles and the general dirt from the road. Yet when it comes to cleaning the car, most of us get round to them last, using the dirtiest water and giving them little more than a weary wipe with a sponge. This is not a good thing to do, so if you want to show them some love and give them a serious clean, it's time to invest in a good wheel cleaner.

We tested them by setting them loose on the back of scrap alloys and plastic covers, seeing how they coped with baked-on brake dust and general grime. They were judged on cleaning power, value and ease of use.

WINNER

Bilt-Hamber Auto-Wheel

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

Price: £14.95 **Size:** 1,000ml
Contact: *bilthamber.com*

BILT HAMBER
AUTO-WHEEL

BILT-Hamber Auto-Wheel is a serial winner in this category, and it remains unbeaten this year.

A 1.0-litre bottle costs £14.95, making it much better value than rivals. You can make a little go a long way too. Spray the Auto-Wheel on, agitate on the surface using the included brush and the dirt turns purple as the chemicals react with the iron dust fragments, dissolving them so they are easy to remove. After being left to dwell, the Auto-Wheel managed to remove almost all of our deposits. The only downside is an eggy smell.

COMMENDED

Duel Axis Wheel Cleaner

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £9.85 **Size:** 500ml
Contact: *duelautocare.co.uk*

ALTHOUGH it looks a bit pricey, the secret weapon of the Duel Axis is its ability to be diluted.

The instructions suggest a ratio of 1:3 for severe dust contamination, but it can be used at a massive 1:20 if your wheels just need a light clean. You'll need a little more time (and an extra spray bottle) compared to ready-mix rivals, but that's a reasonable investment for the money you could save.

We tried it at the 1:3 ratio and the cleaning power wasn't far behind the Bilt-Hamber. It smells good, too.

Liquid Tech Alloy Cleaner

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £9.99 **Size:** 500ml
Contact: *liquidtechuk.com*

IF you are a fan of the dramatic 'bleeding' effect you get from many wheel cleaners as they turn brake dust purple, look elsewhere.

But the Liquid Tech's dust-busting performance hasn't been harmed. It needs to dwell for just 60 seconds, and the foamy coating clings and dissolves the tarnish effectively.

The different chemicals used smell much better too – instead of the rotten-egg whiff of rivals, you get bubble gum aromas. It's a shame it's not cheaper, or it'd be up for the top spot.

LIQUID TECH
ALLOY CLEANER

Simoniz Ultracare Wheel Cleaner

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £5.49 **Size:** 500ml
Contact: *holtsauto.com*

IT might not be the best choice for really tough deposits of baked-on dust, but the Simoniz did a good job on lighter coatings of dust and grime. It was friendlier to use, too, with a neutral smell and an acid-free formula. Indeed, you don't feel you need to treat the Simoniz as carefully as the hardcore cleaners.

At this price, we'd suggest picking up a bottle to use as part of your regular washing routine, keeping the more expensive rival products for when you need to get tough.

SIMONIZ
Ultracare Wheel Cleaner
Wheel

Hand cleaner

HAVING dirt under your fingernails used to be quite the badge of honour for DIY car mechanics, but times have changed.

These days we'd always recommend wearing gloves, particularly if you're working with oils and other chemicals for prolonged periods of time. But whatever measures you take, you're going to end up with grubby hands and arms.

Rather than scrubbing with normal soap until your skin is raw, the chemicals in a workshop hand cleaner will shift the dirt and prevent your skin from drying out.

We tested them using a special mucky mix of car chemicals and common grime, checking the effectiveness of the cleaners and seeing how our skin felt afterwards.

ZALPON
EXTRA HEAVY DUTY
PROFESSIONAL HAND CLEANER
ZORANGE

WINNER

Rozalex Zalpon Zorange

Price: £6.49/£29.99 **Size:** 500ml-4,000ml
Contact: *rozalex.co.uk*

ROZALEX'S Zalpon Zorange takes this award category once again. In addition to effective cleaning detergents, it also contains fragments of pumice, which are small enough to prevent irritation to your skin and add a level of scrubbing to get rid of ground-in grime and paints.

The soap is bright orange and has a citrus smell. It leaves your hands feeling moisturised and soft, and there is no sticky residue.

It's good value, too – the 500ml size is perfect for DIYers, while a big four-litre pump pack will suit busy workshops.

ZALPON
ZORANGE

COMMENDED

Swarfega Tough Hand Cleaner

Price: £7.94 **Size:** 250ml
Contact: *amazon.co.uk*

SWARFEGA is the best-known brand in workshop hand cleaners, and while you can still buy the original green gloopy product, we reckon the Tough Hand Cleaner is a lot more effective.

The tiny 250ml tube looks more like a hair gel product and won't take up too much space under your sink, but just a small squirt goes a long way, and it shifted all our dirt with ease.

Like the Rozalex, it has a sweet orange smell, but misses out on the moisturising effects.

TOUGH
by Swarfega
WORKS AS HARD AS YOU
HAND CLEANER

Bilt-Hamber Heavy Duty Citrus

Price: £18.95 **Size:** 5,000ml
Contact: *bilthamber.com*

BILT-Hamber's Heavy Duty Citrus cleaned our hands well, but took a little more time than our winner because it has fewer granules.

Once you are finished washing, the Bilt-Hamber leaves an inoffensive citrus aroma, but we also sensed a very slight sticky residue, even after thorough rinsing.

The big bottle won't make sense if you are an occasional user with a small sink, but for workshops the huge five-litre container with a pump dispenser is great value at £18.95.

BILT HAMBER
HEAVY DUTY CITRUS

Scrubb Lime Cleanser

Price: £11.99 **Size:** 1,000ml
Contact: *screwfix.com*

IF you're not keen on the granules that are incorporated in the other cleaners, then the Scrubb does a reasonable job of cleaning without them, especially when it's combined with a brush.

The lime-scented liquid leaves your skin feeling moisturised, but not sticky after rinsing.

The pump dispenser makes good sense, too, because you can operate it easily with mucky hands.

The one-litre size is also a good compromise for DIY mechanics.

SCRUBB
LIME CLEANSE
1L

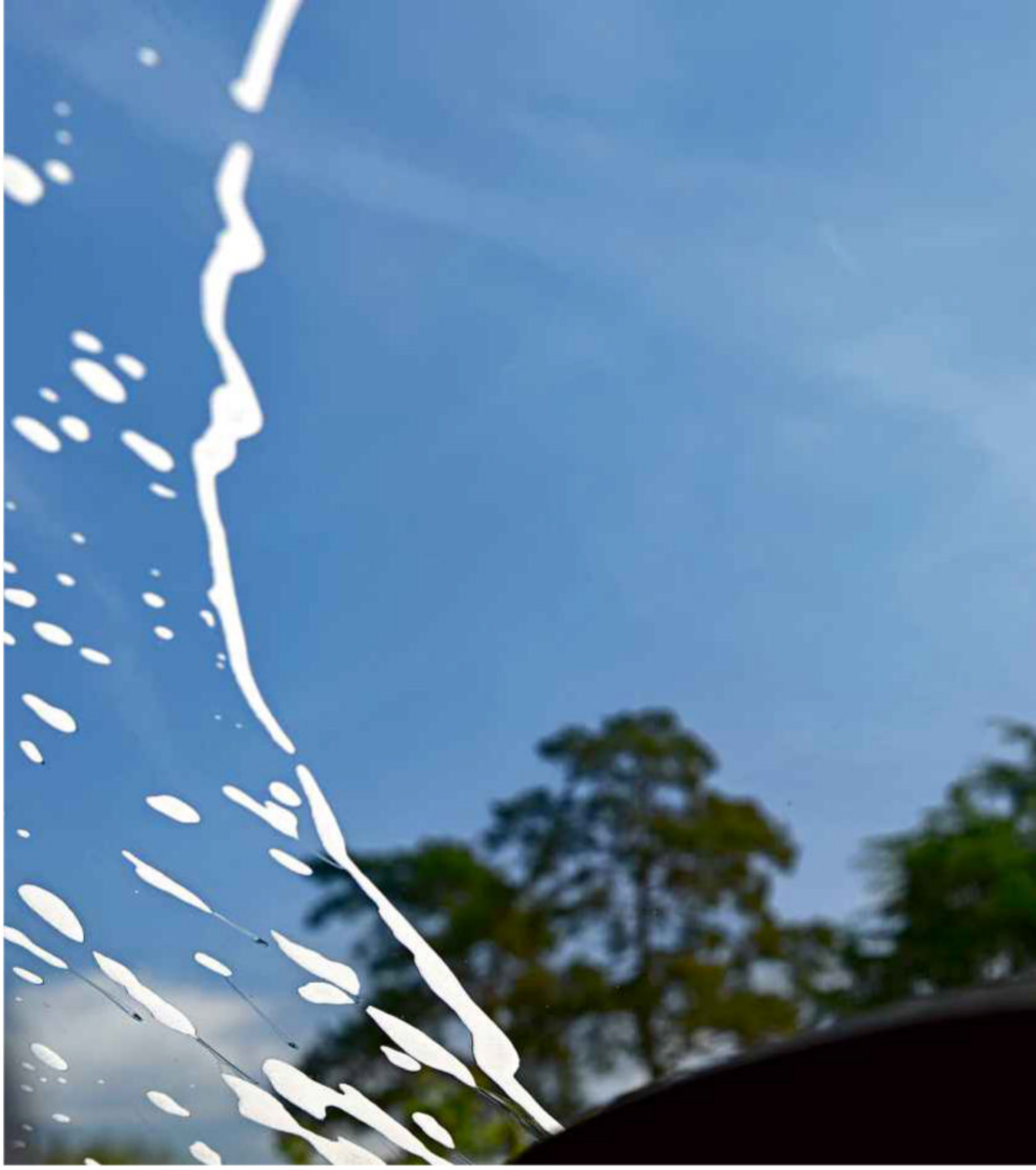
Screenwash

HAVING your car's screen washer bottle topped up with fluid isn't just a convenience – it is an important safety feature. The fluid you put in will make a real difference to your vision; in winter, a weak mixture will freeze and leave you looking through smeared salt and grime, while in summer you'll be left with bug marks and dust. It's much cheaper to top up the tank while you are at home rather than pay service station prices, too.

Our tests involved putting the mixtures – at the suggested winter concentration – in a syringe and placing them in a freezer, checking to see if they were still able to squirt after one, two and three hours at -18 degrees Centigrade.

We then remixed to summer ratios to see if they could shift insect remains, oil and baked-on splats of dried Weetabix to simulate bird droppings after a 10-second wash/wipe of a windscreen.

> **"IN WINTER, A WEAK MIXTURE WILL JUST FREEZE AND LEAVE YOU LOOKING THROUGH A SCREEN SMEARED WITH GRIME"**



WINNER

Prestone Extreme Performance Concentrated Screen Wash

Price: £4.50 **Size:** 2,500ml
Contact: *tesco.com*

AUTO EXPRESS
PRODUCT AWARDS 2025
WINNER
Prestone
EXCELS IN EXTREMES
CONCENTRATE
EXTREME PERFORMANCE
SCREEN WASH
MELTS ICE DOWN TO -18°C

WE like the fact that you can stock up on the Prestone when you are at the supermarket and then keep it on the shelf to use all year round.

Used neat, it is still not prohibitively expensive, and it was squirtable even after three hours in our freezer. This means it will be able to help you de-ice the screen, too.

At the suggested summer ratio of 1:19, the Extreme Performance will make up to 50 litres; it looks to be great value and managed to clear almost all of our debris and grime.

Our only complaint is the Prestone's aroma, which has a definite hint of ammonia when used neat.

COMMENDED

Autoglym Ultimate Screenwash 500ml

Price: £7 **Size:** 500ml
Contact: *autoglym.com*

AUTO GLYM
ULTIMATE
SCREENWASH
For safe, smear-free vision.
Concentrate is effective to -45°c or can be diluted to produce up to 8 litres

AUTOGLYM claims its Ultimate Screenwash will resist freezing down to -45 degrees centigrade, but it would need to be used neat, meaning it would cost £42 to fill the fluid reservoir of a Ford Focus.

However, we tried it at the 1:4 ratio suggested by the company for protection down to –6C and it was still fluid after two hours, which makes the cost more bearable.

Although it can be mixed at up to 1:15 in summer, we tested it at the 'Optimum Clean' rate of 1:9 for the wiping tests and it did a great job of cleaning the materials. Only the slightly high cost holds it back.

Prestone
EXCELS IN EXTREMES
CONCENTRATE
EXTREME PERFORMANCE SCREEN WASH
MELTS ICE DOWN TO -18°C
QUICKLY REMOVES TRAFFIC DIRT & SALT
PREVENTS HEADLIGHT & SUN DAZZLE FOR MAXIMUM VISIBILITY ALL YEAR ROUND
Auto Express BEST BUY 2021

ALSO TESTED

RoadAngel Screen wash - Ready to use

Price: £4.99 **Size:** 5,000ml
Contact: *roadangelgroup.co.uk*

DECENT value and wasn't frozen at the two-hour mark, but the cleaning power was marginally behind that of the Asda and Halfords products.

Sonax Extreme Screenwash Concentrate

Price: £9.60 **Size:** 250ml
Contact: *sonax.co.uk*

CAN be diluted at a ratio of 1:100 to make it 38p per litre. Even at this ratio it was still liquid in our freezer test, but the overall cleaning power was rather disappointing.

Angelwax Clarity

Price: £13.95 **Size:** 1,000ml
Contact: *angelwax.co.uk*

THE Angelwax product was still liquid at the two-hour mark and provided good cleaning at 1:10 ratio. But it is expensive and stains lighter paintwork pink.

Diamondbrite Screenwash One Shot

Price: £2.99 **Size:** 100ml
Contact: *diamondbrite.shop*

THE One-Shot name is entirely appropriate, because the Diamondbrite product is a tiny bottle which can be added to five litres of water. It was the first to freeze in our test, and cleaning power was unimpressive.

Kärcher Summer Screen Wash

Price: £12.45 **Size:** 250ml
Contact: *kaercher.com*

ANOTHER small bottle containing liquid which is designed to be diluted massively, creating 25 litres of screen wash. It cleaned off the dead insects well, but froze quickly and is rather pricey.

Asda all-seasons screenwash

AUTO EXPRESS
PRODUCT AWARDS 2025
COMMENDED

Price: £3.50 **Size:** 5,000ml
Contact: *asda.com*

IF you are simply seeking value for money, the Asda all-seasons is unbeatable. At just £3.50 for a huge five-litre bottle, it is cheap enough, but in summer it can be diluted 1:1, which makes it just 35p per litre.

It cleaned the bird droppings reasonably well, and had a good go at the insect remains, but struggled to shift the oil smear.

It's not one to rely on in winter either. The instructions say it will stay liquid down to -2 degrees, which is a temperature that's relatively common in the UK. In its undiluted form, it remained unfrozen for the first hour, but was solid after two.

ASDA
all-seasons screenwash
5L

Halfords Ready to use unscented Screen Wash

AUTO EXPRESS
PRODUCT AWARDS 2025
COMMENDED

Price: £5.99 **Size:** 5,000ml
Contact: *halfords.com*

HALFORDS has a huge range of screen washes in its stores, with different brands, temperature ratings, colours and smells.

We selected the ready-mixed unscented option, which would seem to be the best all-rounder for the UK weather with a stated protection from freezing down to -5C. This meant it was still fluid after the hour in our freezer, but was no longer able to squirt at the two-hour mark.

Its cleaning performance was very similar to that of the Asda fluid, working well with everything except the grease. But its supermarket rival does the same job for less.

halfords
NEW & IMPROVED FORMULA
Screen Wash
Ready to use
UNSCENTED
5 Litre
-5°

Ceramic sealant

AEX IMAGINE being able to put a coating on your car that will keep it protected from the elements for years rather than weeks. The latest ceramic coatings can achieve this, warding off dirt, bird droppings, brake dust and tar, as well as preserving the paint's shine and making it easier to clean.

While some ceramic sealants are designed to be applied only by professionals (because they need careful surface preparation and time to cure in a dry environment), there are also formulas that are suitable for DIY application, and these have fallen in price and become easier to apply.

Testing them required a six-month trial where we stripped any previous coatings from the paintwork of a scrap car's bonnet with a panel wipe and machine polish. We then applied the ceramic coatings to marked sections in accordance with the instructions and left the bonnet in the open, washing it every two weeks. At the end, we checked for beading, shine and swirls.

WINNER

Shelby Ceramic Coating

Price: £34.99 **Size:** 50ml
Contact: *cslshelby.com*

ALTHOUGH the Sonax rival offered marginally better beading and shine come the end of our test, we had to look closely to spot it, and the huge price difference means the Shelby would always be our first choice.

There's an easy-to-use applicator supplied as a standard part of the kit, while the 50ml container is plenty for you to cover an entire car, and a single coating dries after just 20 seconds. You then buff the residue with a damp microfibre cloth, and it will be rain repellent after just 20 minutes.

COMMENDED

Sonax PROFILINE Ceramic Coating

Price: £102.30 **Size:** 100ml Prepare, 75ml Basecoat, 40ml Glosscoat
Contact: *sonax.co.uk*

THE Sonax PROFILINE is much closer to a professional treatment than the Shelby, which means you'll need to invest more in terms of time and money to get results – but the reward is the best protection and beading performance of any coating we've tested.

There are three stages to the application process and the £102.30 kit includes everything you need.

First, you use the preparation spray and a microfibre cloth to remove previous coatings. Then a basecoat is added using a sponge, followed by a gloss coat. It's hard work, and the car must be dry for at least four hours after the final stage.

Diamond Protech Body Kit

Price: £77 **Size:** 100ml Prepare, 30ml Glosscoat
Contact: *cleanandshiny.co.uk*

A PRODUCT made by the brand VP narrowly beat the Diamond Protech on points, but it's been discontinued since we started the trial last year, so the Body Kit moves up a place.

The kit includes a pre-treatment spray and 30ml of the ceramic liquid. There's also an applicator pad, microfibre towels and even a pair of disposable gloves. It's easy to use and the car only needs to be kept dry for an hour. You can then choose to apply a second coat, which the company claims will give three years of protection.

After six months the water beading was strong, on par with the Shelby and not far behind the Sonax.

Squid Ink Detailing Surge Si02 Wax

Price: £29.99
Size: 125ml
Contact: *squidinkdetailing.co.uk*

SQUID Ink likes to do things differently, so unlike the traditional ceramic fluids it has added Si02 elements to a traditional wax recipe, which is simply rubbed on and then wiped off.

This makes it slightly easier to apply, economical and there are no curing times to worry about either. We also loved the 'Snow Angel' aroma, which doesn't hang around for long but certainly makes the application process more pleasant than solvent-based rivals do. Squid Ink promises the resulting protective shine will last at least four months, but it was still beading strongly at the end of our test period.

Mild Clay
CARPRO

Clay bar

AEX USING a clay bar on your car isn't something you'll be doing every week, but it is a job a dedicated enthusiast will consider doing around once a year. You might think it's unnecessary, but you'll find an amount of contamination which is impervious to your regular washing with shampoos.

Our tests are focused on finding clay products that are easy for DIYers to use without risk of damage to a vehicle's paint, while delivering enough decontamination to make them worth the effort.

We tried our samples on paint and glass contaminated with tree sap and tar, while also testing them on a brake dust-covered alloy wheel. In addition to the cleaning performance, they were judged on value for money and ease of use.

WINNER

CarPro Mild Clay

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

Price: £16.95 **Size:** 3X100g
Contact: *cleanyourcar.co.uk*

THERE are two types of clay bar available – a traditional product made of natural resins or a synthetic alternative. Conducting our test this year in colder weather meant we preferred an artificial clay for the first time, because it's more pliable, easier to use, and still gets great results.

Even in cooler temperatures it is easy to shape the CarPro into the patty needed to get a good result, and then keep folding it to keep the cleaning face fresh. The triple 100g pack means the CarPro clay represents good value, too.

Mild Clay X3
mild decontamination clay bars
3 x 100g
CARPRO

COMMENDED

Bilt Hamber Auto-Clay Regular

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £11.95 **Size:** 200g
Contact: *bilthamber.com*

THE principal advantage of Bilt-Hamber's Auto-Clay is that it requires only water instead of a dedicated lubricant to keep the pad gliding across you car's paintwork. This means it can be more economical in use than rivals, which will require a shampoo at least.

However, the downside is the longer preparation time needed to get the Auto-Clay product ready. For example, the bar requires rinsing before use and will need to be warmed up to make it truly pliable.

Once working, it does a great job of cleaning though, and a plastic storage case is included.

BILT HAMBER LABORATORIES
AUTO-CLAY REGULAR

Angelwax Cleanse Clay Bar

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £8.75 **Size:** 100g
Contact:*angelwax.co.uk*

THERE are three levels of clay bar available from Angelwax to cater for different levels of paint contamination.

The Fine bar is good for lightly soiled surfaces, while the Aggressive bar is better for neglected paint or maybe brake-dusted alloys.

For our test we used a Medium formula, which is colour-coded blue. It reminded us of BluTak in its consistency and so it didn't feel crumbly, like the Bilt-Hamber, but it's not as pliable as the CarPro, especially in the cold. It cleans well.

Angelwax
HEAVEN SCENT WICKED FINISH
Cleanse Clay Bar
Medium

Infinity Wax Fine Detailing Clay

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £14.95 **Size:** 200g
Contact: *infinitywax.com*

IF you are new to claying, have a look at Infinity's excellent online instructions, which tell you what to do and how to make cheap clay lube using just car shampoo. This means it is almost as economical to use as the Bilt-Hamber.

Despite the 'fine' grading of the clay, it got stuck into our stubborn brake dust.

The clay is pliable even in colder weather, making it easy to use and knead back into shape as you work around the car. We also liked the smart-looking steel storage case.

INFINITY WAX
FINE DETAILING CLAY

Ceramic shampoo

THE number of car care products claiming to contain ceramic ingredients has exploded in the past year, with the substance used in everything from paint coatings to tyre shines. This shampoo category is the one which really interested us though, because we were cynical about the benefits of ceramic in a product that is quickly applied and then rinsed away.

Many makers claim that these often-expensive shampoos will bolster existing ceramic sealant, ensuring prolonged protection and durability. But for this test, we applied them to a panel that had been stripped of any coatings, so we could gauge the effect of the product alone.

We first judged the foam levels, and then measured the lubrication offered when cleaning by wiping the panel with a square of microfibre cloth soaked in the diluted shampoo. We scored the initial water repellence and checked again after eight weeks. We also took value into account.

> **"WE FIRST JUDGED THE FOAM LEVELS, THEN MEASURED THE LUBRICATION OFFERED WHEN CLEANING"**

WINNER

Autoglym Ceramic Wash & Protect

Price: £25 **Size:** 1,000ml
Contact: *autoglym.com*

THERE were two obvious front runners when we checked the water-repelling capabilities of the 14 candidates in this test, both when initially applied and after the eight-week wait. In the end, the Autoglym won through because it offered slightly more lubrication to our microfibre, which means cleaning is easier and there is less risk of damage to your paint from swirls.

It is marginally better value, too, because the instructions suggest three capfuls – around 28ml by our calculations – should be mixed with 10 litres, of water, providing up to 35 washes from the 1,000ml bottle.

COMMENDED

VP Ceramic Shampoo

Price: £14 **Size:** 500ml
Contact: *vp-uk.co.uk*

THE VP was very close on points to the winning Autoglym, and we wouldn't blame you for choosing it merely because it represents much less of an investment.

It's not as economical though, with the instructions suggesting a mix of 50ml to a 10-litre bucket, but it produces a healthy foam with a pleasingly fruity aroma. If you are in a hurry, VP also says the shampoo can be applied like a snow foam via a pressure washer or pump dispenser.

Whichever method you use, you'll find an instant and obvious beading, while the VP was still working two months later in our test.

ECT
es a clean,
tive layer
TO 33 WASHES

ALSO TESTED

Turtle Wax Ceramic Wash & Wax

Price: £15 **Size:** 1,400ml
Contact: *turtlewax.co.uk*

MASSIVE bottle means the Turtle Wax initially looks like brilliant value, but cost per wash is actually higher than our winner's.

Angelwax Enigma Shampoo – Ceramic Infused

Price: £19.95 **Size:** 500ml
Contact: *angelwax.co.uk*

INITIALLY unimpressive, but the water repellence seemed to get better over time. Too pricey to be a contender here, though.

Gtechniq Ceramic Wash

Price: £19.98 **Size:** 500ml
Contact: *gtechniq.co.uk*

A PREVIOUS winner, but it struggled to impress on our test panels this year. Economical, though, with 25 washes per bottle.

LiquidTech Ceramic Shampoo

Price: £19.99 **Size:** 500ml
Contact: *liquidtechuk.com*

GOOD sheeting performance, which lasted the length of our test, but the hefty cost per wash ultimately rules it out of a top spot.

Armor All +Ceramic Car Wash

Price: £9.39 **Size:** 520ml
Contact: *halfords.com*

SEEMS good value but requires 60ml per bucket, making its cost-per-wash figure higher than our leaders'. Middling performance, too.

Shelby Ceramic Infused Shampoo

Price: £16.99 **Size:** 500ml
Contact: *cslshelby.com*

THE Shelby offered above-average performance, but vague instructions meant we were unsure of the correct dilution rates. Looks pricey at around £1.70 per wash.

Angelwax Atomic Shampoo – Graphene Infused

Price: £22.95 **Size:** 500ml
Contact: *angelwax.co.uk*

SEEMED to have little effect at first, but some beading was visible by the conclusion of the test. Outrageously expensive.

Pure Definition Soak Ceramic Shampoo

Price: £9.95 **Size:** 500ml
Contact: *pure-definition.co.uk*

IT might cost less than £10, but the Pure Definition was still behind our leaders on cost per wash. Had little beading effect by the end of test.

Diamondbrite Ceramic Shampoo

Price: £11.49 **Size:** 500ml
Contact: *diamondbrite.shop*

INSTRUCTIONS claim you only need 25ml of the liquid per 10-litre bucket, but it offered no visible protection.

Gyeon Q²M Bathe+

AUTO EXPRESS
PRODUCT AWARDS 2025
COMMENDED

Price: £22 **Size:** 500ml
Contact: *cleanyourcar.co.uk*

MANY of us would wince at paying £22 for a 500ml bottle of shampoo to use on ourselves, never mind our cars. However, the Q²M Bathe+ requires only 15-20ml in a bucket, dispensed by a squirter lid that makes it easy to judge how much to add. This makes it very similar to the Autoglym in terms of cost.

The Bathe+ can be used in three ways: diluted as a shampoo, directly applied to the panels on a mitt, or as a foam from a pressure washer. We used it diluted and it worked well.

Unusually, it's not recommended for panels that have already had a ceramic product applied.

BATHE+
GYEON
500 ML

Sonax Active Shampoo

AUTO EXPRESS
PRODUCT AWARDS 2025
COMMENDED

Price: £15 **Size:** 500ml
Contact: *sonax.co.uk*

ALTHOUGH it looks like reasonable value at £15, the Sonax instructions suggest you use 50ml of its Active Shampoo to a bucket of water, which means that it costs a hefty £1.50 per wash. As compensation for your investment, the resulting solution will be topped with a satisfying and slippery foam that gives a great level of lubrication to your wash mitt or sponge, making it easier to wipe the panels.

After rinsing, a coating remains that instantly sheets water off effectively. It was still repelling after eight weeks, just not as obviously as its top three rivals here.

SONAX
XTREME
CERAMIC
ACTIVE SHAMPOO
CHAMPÚ ACTIVO

WINNER

Bilt-Hamber Double Speed-Wax

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

Price: £16.95 **Size:** 250ml
Contact: *bilthamber.com*

BILT-Hamber's Double Speed-Wax has been our winner in this category since 2014, combining a strong performance with keen pricing. Your £16.95 buys a 250ml tin of the soft carnauba polymer paste, an applicator pad and microfibre cloth, meaning all you need is some elbow grease to get your paint protected. It's relatively hard work, but you're rewarded with a great shine.

But there's no doubt that the competitors are catching up, and some rival products were providing a little more shine and water beading at the 12-week mark on our test bonnet. However, none could do so at anywhere near the Double Speed-Wax's price.

BILT HAMBER
LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

BILT HAMBER
LABORATORIES
DOUBLE SPEED-WAX

COMMENDED

Soft99 Fusso Coat 12 Months Wax

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £31.49 **Size:** 200g
Contact: *soft99store.co.uk*

SOFT99's Fusso Coat 12 Months Wax uses a recipe including a slippery PTFE additive, which is claimed to offer 12 months' protection, and it was still repelling water droplets at the 12-week point as effectively as when we first applied the product.

The Fusso can be used sparingly when applied, too, making it easy to polish off the residue once the wax has cured. This, and the long-life protection, go a long way to justifying the product's relatively high cost. It is available with different formulas for darker or lighter paint finishes. We tried both versions and noticed little difference, even on our black bonnet.

HIGH-GLOSS PROTECTION WITH EXTREME DURABILITY!
FUSSO COAT

Dodo Juice Future Armour

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £12 **Size:** 500ml
Contact: *dodojuice.net*

AFTER using the traditional waxes, Future Armour seems like cheating. If you are looking for the easiest route, it can be applied in minutes by spraying a diluted form through a snow foam attachment on a pressure washer, but for the maximum protection you must spray it directly onto the paint. We used this method and, although it doesn't offer quite the same shine as a traditional wax, we were surprised to see it still beading strongly after the three-month test.

The only issue is it must be kept dry for 24 hours so it can cure, which can be hard to guarantee in this country, unless you have access to a garage.

Dodo Juice
FUTURE ARMOUR

Wax sealant

WAXING your paintwork might seem like hard work, but adding a protective coating a few times a year could save you time by making your car easier to clean. Dirty water that sprays up from the road will quickly bead away rather than sticking to the paint, while the glossy coat will also protect from substances such as bird droppings and tree sap.

There is a bewildering array of traditional waxes to choose from, with some boasting exotic ingredients and costing a small fortune. These now have to compete with artificial sealants that can be wiped on and easily removed. That's before you consider the ceramic and graphene-based products, which are generally hardier but can be difficult to apply.

For this test we stuck to the DIY-focused non-ceramic sealants, applying 17 products to a scrap car's bonnet. It was left outside for 12 weeks and washed regularly. We gave points for each sealant's beading performance, shine, value and ease of use.

> **"ADDING A PROTECTIVE COATING COULD MAKE YOUR CAR EASIER TO CLEAN"**

Gyeon Q^2 Wax

AUTO EXPRESS
PRODUCT AWARDS 2025
COMMENDED

Price: £38 **Size:** 175g
Contact: *cleanyourcar.co.uk*

THE Q^2's dispenser resembles a giant lip gloss or deodorant stick, with a twist base that allows the wax to be smeared onto an applicator sponge. We're not convinced this is any more effective than a traditional tin, but have no arguments with the results.

After applying a layer of Gyeon to the paintwork, you leave the wax to cure for 30 minutes before easily removing it with a soft microfibre cloth. Besides the beading performance, the Q^2's stand-out benefit was a noticeably glossier surface, even after three months on our test bonnet. That might make it worth the extra outlay for owners.

ALSO TESTED

Duel Element Hybrid Wax

Price: £29.99 **Size:** 100ml
Contact: *duelautocare.co.uk*

THIS traditional-style wax has real staying power and a glossy finish, but the price hurts its chances here.

Autoglym Ultra High Definition Wax

Price: £68.99 **Size:** 120g
Contact: *autoglym.com*

EASY to apply with the supplied applicator and cloth. Exceptional performance, but very expensive.

Sonax XTREME Protect & Shine Hybrid NPT

Price: £11.99 **Size:** 210ml
Contact: *sonax.co.uk*

THE only aerosol here, but it must be applied by cloth, so isn't easier to use. The performance is good.

Pure Definition Natural Clarity

Price: £7.95 **Size:** 50ml
Contact: *pure-definition.co.uk*

TINY tin of natural-colour wax. Gave a nice shine and still beaded after 12 weeks, but didn't excel in any area.

Garage Therapy/Two Sigma V3

Price: £11 **Size:** 500ml
Contact: *garagetherapy.co.uk*

SEALANT liquid is designed for use with other GT products. Beaded well, but wasn't the most durable.

Angelwax Guardian Wax

Price: £49.95 **Size:** 250ml
Contact: *angelwax.co.uk*

PROMISES a six-month endurance, but the beading was no better than cheaper rivals at the 12-week mark.

Scholl W6 Glaze Wax

Price: £18 **Size:** 500ml
Contact: *mycarcleaning.co.uk*

THIS pink paste is easy to apply, but isn't as economical as a wax and failed to shine at the end of our test.

Soft99 New Scratch Clear Wax Mirror Finish

Price: £23.99 **Size:** 200ml
Contact: *soft99store.co.uk*

'SCRATCH-fixing' wax is meant to fill imperfections and create shine. Glossy finish, but others do it better.

Soft99 Fukupika Spray Advance Strong

Price: £12.99 **Size:** 400ml
Contact: *soft99store.co.uk*

APPLIED with a trigger spray, this is more of an instant detailer, but it beaded well for a few weeks.

Alchemy Shell Suit

Price: £16.99 **Size:** 500ml
Contact: *alchemycarcare.co.uk*

SPRAY liquid is designed as a top-up coating for existing waxes and sealants, so was short-lived.

Angelwax Fifth Element

Price: £89.95 **Size:** 200ml
Contact: *angelwax.co.uk*

POSH box and a high price suggest it will give a great performance, but it didn't do better than our winners.

Diamondbrite Seal & Shine

Price: £14.99 **Size:** 500ml
Contact: *diamondbrite.shop*

EASY-to-apply liquid created a good initial shine, but had little beading effect after a few weeks.

Menerza Sealing Wax Protection

Price: £6.99 **Size:** 250ml
Contact: *theultimatefinish.co.uk*

THIS sealant is easy to use but gave little beading improvements or shine, even when freshly applied.

Colour restorer

UNLESS your car is kept wrapped in cotton wool, its paintwork will age. Even driving the car on a sunny day will create minuscule scratches on the surface of the paint as dust swirls around it at speed. Add in the sun's rays and the effects of car washing, and that showroom gloss is gradually going to fade.

The way to bring it back is a colour restorer, sometimes called a polish or by the best-known brand name - 'T-Cut'.

These potions include tiny particles suspended in the liquid which gently smooth the rough top layer of paint or lacquer, making it shiny again.

For our test we polished a tired panel by hand, using equal pressure and effort. We awarded points for the results, value, and ease of use.

Diamondbrite
PROTECT | CLEAN | CARE
DIAMOND
CUT
USED CAR POLISH
REMOVES OXIDISED AND FLAT PAINTWORK
500ml

WINNER

Diamondbrite Diamond Cut

Price: £9.99 **Size:** 500ml
Contact: *jewelultra.com*

IT'S not just a low price that makes the Diamondbrite Diamond Cut a winner. During our test, the thick pink liquid revealed a noticeable shine faster than any of its rivals and with less effort. This will make a real difference to the amount of time it takes to treat a whole panel, or car.

Unlike other pastes, you can leave the Diamond Cut on the panel for longer without worrying about staining the paint, too.

It's a cutting paste so there's no resin filler or wax in the formula, meaning the paint will need a protective coating after treatment.

COMMENDED

T-Cut Perfect Compound

Price: £9.99 **Size:** 500ml
Contact: *mymotorworld.com*

A PRICE cut since our test means the T-Cut got even closer to taking the top spot here, matching the Diamondbrite for value.

This new formula of the best-known restorer brand is a pistachio-coloured cream that works well to polish the paint and delivers strong results.

It needs marginally more effort than the Diamond Cut, and there's a faint whiff of ammonia which, will be familiar to anyone who's worked with the original. We wish they'd fix the spill-prone screw cap, too.

Pure Definition Crystal Fusion Polish

Price: £8.95 **Size:** 250ml
Contact: *pure-definition.co.uk*

THIRD place in our test went to a product from new brand VP, but it has since been discontinued. Next in line was Angelwax's Regenerate, but that has almost doubled in price. So Pure Definition's Crystal Fusion moved up to take a place on the podium.

It has good cutting power, and dries without becoming dusty, so you won't need to wipe the residue off the surrounding panels if polishing on a windy day. Although this 250ml bottle looks pricey, the 750ml one costs just a fiver more.

Autoglym Super Resin Polish

Price: £19.99 **Size:** 500ml
Contact: *autoglym.com*

IF you want results in a hurry, then you should be reaching for the Super Resin Polish. Unlike the rivals here, it contains both particles that remove scratches, and a 'filler' resin that smooths over rough paint and also protects. It acts as if a traditional layer of wax has been applied, causing water and dirt to bead off.

The results aren't comparable to a proper cut followed by a wax, and it won't have long-term protection, but it's great for a quick spruce up.

FABRIC CLEANER

Upholstery cleaner

ACCIDENTS are an inevitable part of motoring life. We're not talking about the type that cause dents, but the sort that will leave grubby marks on your upholstery, interior panels and carpets.

A slopped drink from a takeaway, chocolatey crumbs and even suntan lotion are all going to leave their mark on your car's interior fabrics, but before you get heavy with steam cleaners and wet vacs, try an upholstery cleaner.

We tested to see if the products could shift lipstick, chocolate and coffee from carpet and seat material. Along with cleaning scores, they were marked for ease of use and value.

WINNER

Gyeon Q^2M FABRIC CLEANER

Price: £16 **Size:** 1,000ml
Contact: *gyeon.co*

THERE was only one cleaner in the test which was able to banish all three of our stains and make a big difference to the grubby carpet too – and it was Gyeon's Q^2M.

You simply squirt the liquid from the big one-litre bottle onto the surface, agitate it with a brush and then wipe away the dirt with a microfibre cloth.

There's very little foam and it also leaves no sticky residue on the fabric. What does remain is a fragrance that makes your car smell like a laundry.

As an added bonus, the Q^2M is also good value.

GYEON
FABRIC CLEANER

COMMENDED

Duel Logic All Purpose Interior Cleaner

Price: £7.99 **Size:** 500ml
Contact: *duelautocare.co.uk*

THE Duel's big attraction is its value for money. At £7.99 for 500ml, it is already cheaper than many rivals, and it is also designed to be diluted. At the 'general cleaning' ratio of 1:10, you'll have enough Logic to keep the grubbiest car cleaned for years – but you'll need a squirty bottle for mixing it.

It's effective, too, with a slight foam, but no residue, and there's a refreshing smell. After a gentle scrub and wipe of the cloth, only a slight smear of lipstick remained.

Simoniz Upholstery & Carpet Cleaner

Price: £4.67 **Size:** 400ml
Contact: *toolstation.co.uk*

UNLIKE the other rivals here, the Simoniz uses an aerosol application and has a brush built-in. It creates a watery foam, but this is better than similar spray cleaners because it doesn't bung up the nozzle.

It coped easily with the chocolate and coffee stains, but struggled with lipstick. Although the stiff bristles of the brush worked well on the seat fabric, they tended to snag on carpet piling.

The price has fallen even lower since our test, so we'd keep a can in the car in case of spillage emergencies.

SIMONIZ
Upholstery & Carpet Cleaner
Upholstery

Liquid Tech Interior Cleaner

Price: £9.99 **Size:** 500ml
Contact: *liquidtechuk.com*

A COMMENDED position for new brand Liquid Tech is deeply impressive.

It put in a superb performance on our grubby test samples, and was the only product that could match the Gyeon's feat of wiping away every trace of the lipstick, plus all of the less challenging substances.

The Liquid Tech can also be used on non-fabric materials including leather, Alcantara and hard plastics.

The only reason it's not wearing the winner's rosette is its price – the Gyeon and Duel work out cheaper.

LIQUID TECH
INTERIOR CLEANER

HAWKSMOOR
KV24 AVD

"IT'S THE FLOW RATE THAT'S MOST IMPRESSIVE, BEATING MACHINES THAT COST THREE TIMES AS MUCH"

Pressure washer

A PRESSURE washer will make cleaning your car much easier, adding a kick to the flow. It will also allow you to use snow foam without touching the car, which means fewer scratches.

Over the past year we have tested machines at every budget level, assessing their power, quality, features and value.

While a powerful jet is welcome if cleaning oil stains from concrete or stripping paint from parts, it could potentially damage a car – so we looked for adjustability and a good flow rate. The ability to use foams and detergents was also an essential, and we loved any features that made the task of setting up and tidying away easier.

Our winner and recommended choices also show that you don't need to spend a fortune to get a top performance.

WINNER

Hawksmoor High Pressure Washer 140bar

Price: £89.98
Contact: *toolstation.com*

IT might not be the flashiest pressure washer, but the Hawksmoor ticks almost all of the boxes for features, while feeling well made and still costing comfortably less than £100.

The 140bar pressure is impressive, but it's the flow rate that's the real highlight, beating machines which cost three times as much. This means rinsing away the suds from the adjustable snow foam gun is faster.

There are solid components where it matters too, with brass connectors for the hose and a metal nozzle with an accurate variable fan. The metal transport handle is robust, and it folds down to make storage easier.

COMMENDED

AVA P40 Easy

Price: £259.90
Contact: *avaofnorway.com*

AVA's pressure washers seem to have come from nowhere in the past few years and are on a mission to take on the big sellers with clever design and great performance.

Everything about them has been carefully thought through to make car cleaning easier, with adaptable lance lengths, an ingenious snow foam dispenser and a low centre of gravity to stop it toppling onto your car when you tug the huge 12-metre hose. There's also a sensible place to store everything while you are cleaning.

It's quite an investment, but the AVA is the pressure washer we keep reaching for when it's car-clean time.

COMMENDED

Titan 1800PRW

Price: £99.99
Contact: *screwfix.com*

THE Titan has had a £20 price increase since our test just a few weeks ago, which has hurt its standing against the Hawksmoor. But it is still an impressive machine with an 1,800W motor and 7.3-litres-per-minute flow rate.

We also like the six-metre hose, which is soft and pliable, even in colder weather, making it easier to manage as you move around the car.

The kit includes a patio cleaner and a powerful pin jet attachment too. It struggles to beat the Hawksmoor on features or performance, but some might prefer the Titan purely because it looks a little more interesting.

Von Haus 2200w Pressure Washer

Price: £124.99
Contact: *vonhaus.com*

IF you want a little more power than the others here, the Von Haus offers the extra grunt of a 2,200W motor for not too much additional outlay.

It's not just the power that gets an upgrade either – there's a smooth reel to make it quicker and easier to manage the eight-metre hose. The connections are mainly brass too, and are easy to use even with wet hands.

Unlike the others here, this washer has a built-in detergent tank rather than a foam bottle, but it works well and can be used with the brush included in the package. The machine is big though, so won't be suitable if your storage space is tight.

STRANDED AT THE ROADSIDE?

- 8 hours battery life
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Socket set

PLIERS and screwdrivers can double up in the home and garage, but a socket set is vital for most car work beyond cleaning and topping up fluids.

While a 3/8-inch drive set is an easy choice for a first purchase, which one to buy is less clear, because makers don't agree on a combination of sizes, extensions, wrenches and accessories.

To find our choice we focused on versatility, looking for plug and deep sockets alongside our essential 8, 10, 11, 12, 13, 17 and 19mm sizes driven by a fine-toothed ratchet. We checked the size of the 10, 13 and 17mm sockets, then tested the strength of the ratchet and 13mm socket using the DIN standard as a guide. We also went to 20 per cent over the required torque to simulate misuse. Price was the final factor.

WINNER

Draper 39-piece Socket Set 16361

Price: £47.99
Contact: *drapertools.com*

WHEN it comes to versatility, it's hard to see past this Draper set, which combines metric and imperial sizes. It is also the only set with three extensions, including a 300mm one that works with an adapter to make a handy T-bar. The set also has three plug sockets, plus deep versions for 10, 12 and 13mm alongside six-sided standard-length offerings in our essential sizes. It breezed all our tests, and we particularly liked the dual-compound handle on the ratchet, which allowed plenty of pressure to be applied in comfort.

COMMENDED

Halfords Advanced ⅜” Socket Set 8-24mm

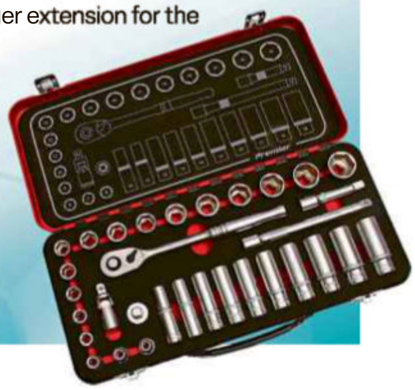
Price: £50
Contact: *halfords.com*

WE'VE long been fans of Halfords' Advanced tools and this is another set that just oozes quality. The handle is on the slender side, but the 100-tooth ratchet is super-smooth and took our abuse test in its stride. The tray is ideal for slotting in a chest or roller cabinet, but could work in a box because the pieces are held in place. The six-sided, all-metric sockets include three plug sockets, plus a useful eight deep versions. The wrench can also be used with quarter-inch drive sockets via an (included) adapter. Not the cheapest but it has a lifetime warranty.

Sealey Premier 32pc ⅜” Square Drive Socket Set

Price: £48.72
Contact: *sealey.co.uk*

SEALEY has yet another twist on the size selection with a test-topping 10 deep sockets alongside the six-sided standard versions, which include our essentials. It's useful, but you will need to make separate arrangements for removing spark plugs. All the elements, including two extensions, are held in a modular tray, which can be removed from the case and kept in a tool chest. Sadly the size markings are in the lid not on the foam. We'd also have liked a longer extension for the T-bar adapter. Our size and strength tests presented no difficulties for this matt-finished set.



Ratchet spanner

RATCHET spanners might not be an essential part of your toolkit, but they are undeniably desirable, because they can take the grind out of removing difficult-to-reach fasteners.

And there are few downsides to deciding to upgrade or simply add a set alongside your conventional spanners; the bulky mechanisms of old are now history because manufacturers have managed to combine the necessary ratchet strength in a much more slender housing. Indeed, the only real negative to buying them is the extra cost.

We checked the size of both the ratchet and open ends of the 10, 13 and 17mm spanners, then took the larger two to 20 per cent over the torque figures required by DIN899 plus to simulate misuse. We looked for the essential 8, 10, 11, 12, 13, 17 and 19mm sizes, plus checked each was marked both sides and took note of smoother ratchets. Finally, we also factored in price.

> **“RATCHET SPANNERS MIGHT NOT BE AN ESSENTIAL PART OF YOUR TOOLKIT, BUT THEY ARE UNDENIABLY DESIRABLE”**

halfords ADVANCED
TCHET
SET 8-19MM

WINNER

Halfords Advanced 12-Piece Ratchet Spanner Set

Price: £60
Contact: *halfords.com*

YET another success for Halfords Advanced tools, backing up the company's victory in the combination-spanner test.

As with all the Advanced range, these have a high-quality feel with a smooth finish and slick 72-tooth ratchet movement. Pressure can be applied comfortably thanks to the squared-off sides preventing sharp edges digging into palms and fingers. Our size and build quality checks revealed no problem, and the ratchet was just as smooth post torque test as before. The foam tray is ideal for chests and roller cabs and would work elsewhere with the tools held securely. Not cheap, but great value.

COMMENDED

Silverline Fixed-Head Ratchet Spanner Set

Price: £54.99
Contact: *silverlinetools.com*

AT a keen price of £54.99 for a set of 14 spanners, the Silverline works out at around £4 a tool, making it one of the most cost-effective on test.

The 72-tooth ratchets might not have the slick movement of our winner, but they are a match for most rivals. Flat sides to the shafts allow pressure to be applied without discomfort, and the finish is good.

Silverline has gone for a clearly marked tool roll for the set, which makes it compact for keeping in the car or hung on the workshop wall. We also liked the ratchet direction indicator on the shaft. Our budget pick.

COMMENDED

Draper Expert Reversible Ratchet Spanner Set

Price: £108.89
Contact: *drapertools.com*

AT almost double the price of the Silverline offering, this set is for those who don't mind paying for extra features and convenience.

The clue to this set's party piece is the 'Reversible' in its name, because this makes an already time-saving tool even easier to use. Instead of having to flip the tool over when a change of direction is required, you just slide across a lever, as you would on a socket set ratchet.

It works well and combines with the fine 100-tooth ratchets. A rack that holds the spanners securely and an eye-catching livery complete a thoroughly impressive package.

Draper Expert Ratchet Spanner Set

Price: £70.38
Contact: *drapertools.com*

IF you like the look of the Draper reversible set (left), but can't stretch to the tech, then this is the set for you.

The thumb lever and angled ratchet head are gone, but this seven-piece set retains the fine 100-tooth ratchet and eye-catching black-and-red livery. It also has the same comfortable handles and slightly matt finish, which helps with grip when hands are oily.

The black finish really helps the size markings pop, making selecting the right one from the rack easy.

A price increase since our 2024 test does these high-end sets no favours, but they remain highly desirable nevertheless.

Dash cam

WE test dash cams more than any other motoring product on these pages. They are growing in popularity as more drivers realise they can save hassle after an accident, potentially helping you to keep your no-claims discount, or even your licence.

The market is moving rapidly, too, with constant developments to bring better cameras and lower prices. Increased innovation is also creating extra features aimed at improving the protection offered and making the devices easier to use.

In our biggest ever test we tried 15 cameras from across the whole price spectrum, including those offering views behind and inside the car. We scored them on day and night footage quality, captured in a variety of weather conditions. We then looked at the value, and tested various added features that make the cameras easier to use.

> **"DASH CAMS CAN SAVE A GREAT DEAL OF HASSLE AFTER AN ACCIDENT, AND MAY HELP YOU KEEP YOUR NO-CLAIMS DISCOUNT – OR EVEN YOUR DRIVING LICENCE"**

WINNER

Miofive S1

Price: £69.99 (plus SD card)
Resolution: 4K
Contact: *miofive.com*

ON the face of it, the Miofive S1 isn't top of the charts in any individual area. It doesn't record the clearest footage, it doesn't have the fanciest features, is comparatively large and isn't the cheapest, either. But as an overall package, we think it's unbeatable.

It's one of the few cameras we've tested that can capture in full 4K, yet still costs much less than £100. The sensors appear to be good quality too, because the S1 responds quickly to changing light conditions.

We'd suggest you buy the optional polarising filter to reduce glare, but a Miofive with every extra still costs less than most rivals.

COMMENDED

70mai Dash Cam A810 4K HDR

Price: £149.99 (plus SD card) **Resolution:** 4K
Contact: *uk.70mai.store*

ALTHOUGH it costs more than the Miofive, 70mai's A810 takes dash cam image capture to another level, with its 4K footage captured at 60 frames per second. What this means is that it's taking twice as many shots as most other 4K cameras, making details much clearer, especially if the cars are moving quickly.

It also uses a host of other integrated technology, including an "HDR algorithm" that's designed to improve image capture in low-light conditions.

Our only concern is the 150-degree wide view, which can make footage look odd.

COMMENDED

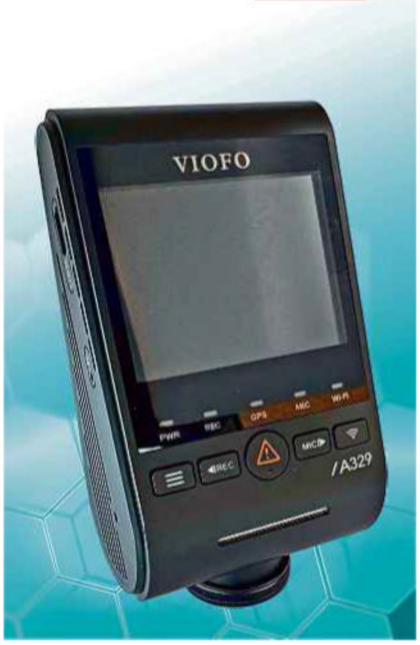
Viofo A329

Price: £299 (plus SD card)
Resolution: 4K
Contact: *viofo.com*

THE A329 was the first dash camera we tried that offered 4K footage capture at 60 frames per second. At the time, we said it was the best video quality we've ever seen from a dash cam – reaching that conclusion because the fast processors combined with a polarising filter that meant it coped well with all light conditions.

Our judgement still holds true, and the Viofo can also be matched to a 2K rear camera and even an external hard drive so you don't run out of data storage space.

But adding extras makes the A329's price look even more expensive, especially because the 70mai is not far behind.



Kenwood DRV510W

Price: £119.99 (including 32GB SD card)
Resolution: 2K
Contact: *kenwoodshop.co.uk*

THE most attractive quality of the Kenwood is its comparatively diminutive size. At less than 60mm wide, it is about the same size as a AirPod case, meaning you can stick it behind the rear-view mirror on your windscreen and pretty much forget it's even there until you need it.

Admittedly, there's not the ultimate detail in the footage that you'd get from a 4K rival, but the DRV510W nevertheless copes well in changeable light conditions.

If you want the peace of mind brought about by a rear view, only Kenwood offers a waterproof add-on camera, which is useful in vans or convertibles.

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MENU
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Auto EXPRESS PRODUCT AWARDS WINNER 2024

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"it was easily the best performer in our test. It topped the scores at every stage" – Auto Express magazine

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Summer tyre

FOR our summer tyre test we tested 225/45 R17 designs from various manufacturers – recording cabin noise, refinement, road noise and ride comfort, on top of the handling tests we carried out to measure their capabilities.

Our evaluation looked at the overall performance of the tyres in both wet and dry conditions on a 2023 Volkswagen Golf, taking into account their braking and cornering, as well as the resistance to aquaplaning in deeper water.

The EU tyre labels describe drive-by noise (how loud a tyre is from the outside), but we assessed noise in the cabin.

We also judged each tyre's noise and bump absorption. All contributed to the 'noise and refinement' score.

Results for each category were then converted into percentages.

WINNER

Vredestein Ultrac 5

Price: £78.72
Contact: *vredestein.co.uk*

DUTCH brand Vredestein's Ultrac came out on top overall. It performed best in the wet, which we prioritised in our scoring, coming close to the Continental in wet braking and within a whisker of the top two in wet cornering. It was third in wet handling, too, so while others had highs and lows, the Ultrac was strong everywhere.

In deep water it was good rather than outstanding, but what's remarkable is that it performed so well in the wet, yet delivered superb economy. We've rarely seen the two facets go together so effectively.

All prices from *Blackcircles.com*

COMMENDED

Goodyear Eagle Asymmetric 6

Price: £78.95
Contact: *goodyear.eu*

SECOND by the slimmest of margins, the Goodyear Eagle Asymmetric 6 is an outstanding tyre that shone in the dry tests, where it topped the table in braking and set the pace around the handling circuit.

It was impressive in the wet too, jointly topping the table in cornering, and although finishing mid-pack in the other tests, it wasn't far off the pace.

Great in the dry, with strong grip and excellent handling, the Asymmetric 6's character was the same in the wet, but it was noisy.

Continental Premium Contact 7

Price: £95.19
Contact: *continental-tyres.co.uk*

THERE was precious little to separate the top three tyres, and all delivered an excellent performance. In fact, the Continental did much of what was needed to secure the win, because it led the way in the wet tests, with a near-perfect collection of results, and was strong in the dry assessments.

However, its undoing was poor refinement, being by far the noisiest over a coarse surface. Indeed, on the roughest sections of road, it set interior trim and the pedals buzzing.

Michelin Pilot Sport 5

Price: £112.91
Contact: *michelin.co.uk*

THE Pilot Sport 4 was a winner on its first outing in 2016 and remained competitive throughout its life, finishing on the podium twice in subsequent tests.

However, while the new Pilot Sport 5 scored solid results across the board, they weren't enough to get it into the top three here.

In deep water, it was better than any rival, and was equal third in the wet cornering tests.

It did better in the dry, feeling strong and precise, but its economy rating was merely average.

Winter tyre

OUR winter tyre test focused on a VW Golf using the popular 205/55 R16 tyre size. To test the contenders, we headed to Hankook's Technotrac facility at Ivalo, Finland, situated 200 miles inside the Arctic Circle.

Track temperatures ranged from -7C to -12C. We tested braking from 22-6mph and acceleration from 6-22mph, while the handling test was on a gently rising and falling 1.2km (0.75 mile) track, which brought a challenging variety of corners to test handling, stability under braking, and traction exiting turns.

We then carried out the wet and dry assessments at Continental's Contidrom near Hannover in Germany, where temperatures were around 7C.

WINNER

Continental Winter Contact TS870

Price: £100.19
Contact: *continental-tyres.co.uk*

MAKE no mistake, the Continental is a genuinely exceptional tyre.

It took multiple wins in the snow and wet, and lapped fastest in the dry.

On the snow, it set the standard in both braking and traction, and was competitive when lapping the circuit.

In addition to a clean sweep of the wet tests, it was clear of the field in braking and quickest around the wet circle and on the flooded circuit, yet performed brilliantly in the dry. The TS870 was easily the best winter tyre, and nothing else came close.

COMMENDED

Goodyear Ultragrip Performance 3

Price: £121.52
Contact: *goodyear.eu*

A SUPERB set of results across all disciplines earned the Goodyear a solid second place.

It didn't win any of the handling or grip tests, but scored multiple second spots and was never lower than third place. It also had the lowest rolling resistance, making it the most economical tyre.

Capping a fine set of results, it posted the second-best dry braking distance and was the equal second fastest of our tyres around the demanding handling circuit.

Hankook I'cept RS3

Price: £103.52
Contact: *hankooktire.com*

IMPRESSIVE in the snow, decent in the wet and perfectly capable in the dry, the Hankook finished in a worthy third place.

It set the pace around the snow circuit, demonstrating good bite on turn-in, plus strong grip and traction. Add a close second place in braking and a third in traction, and you have a very effective snow tyre.

Well ahead of rivals in deep-water aquaplaning tests, its weakest result was in dry braking, while great economy rounded out a strong overall performance.

Pirelli Cinturato Winter 2

Price: £105.68
Contact: *pirelli.com*

PIRELLI'S strongest results came in wet and dry handing, where the Cinturato was second fastest both times. It was fourth in snow handling, which was another good result, only half a second off the time of the fastest tyre.

A solid set of results in the other tests netted it fourth place overall.

Our noise meter showed the Cinturato was refined too, but its high rolling resistance made it the second-worst for economy. Overall, though, it performs well and drives even better.

All-season tyre

WEATHER extremes are a strong argument for using a winter tyre in the coldest months and a summer version for the warmer seasons, as many drivers on the Continent are compelled to do by regulations in their home countries.

However, the climate in the UK doesn't actually bring a great deal of snow these days, hence the rising popularity of a third option, the all-season tyre. These are tyres that have been designed to provide better performance than winter rubber in the warmer, drier conditions of summer, allowing them to be used all year round, hence their all-season name.

Of course, no single tyre can be best in snow, wet and dry weather, so our all-season test measured their performance in each of these conditions to reveal which tyre maker has struck the best all-round balance.

WINNER

Pirelli Cinturato All-Season SF 3

Price: £125.48
Contact: *pirelli.com*

THE previous iteration of this Pirelli was a midfield runner, consistently good but not a leader. However, the latest version has upped its performance and scored wins on all surfaces: snow, wet and dry. Even the scores behind its lowest rankings were decent and it lifted itself clear of strong opposition to take a very well deserved win.

While it was strongest of all in the snow, it felt almost like a summer tyre in the dry: clean, decisive and accurate. Its rolling resistance is a little high, but the Pirelli is a great all-season offering.

All prices from *Blackcircles.com*

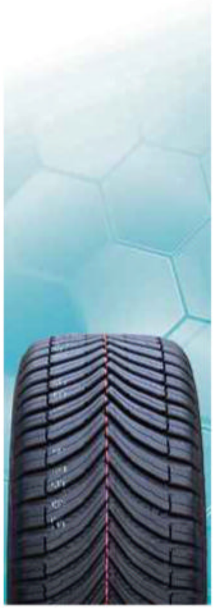
COMMENDED

Bridgestone Turanza All Season 6 Enliten

Price: £105.68
Contact: *bridgestone.co.uk*

ALTHOUGH not the strongest across all three surfaces, the Bridgestone scored highly in the ones that matter most here in the UK: the wet and dry. It was an equal first in wet braking, first in both of the aquaplaning tests, and finished fourth on the wet circle and around the tricky wet handling track.

The Bridgestone shone in dry conditions, was still impressive in the wet and while its snow performance wasn't the best here, it was perfectly capable overall.



Continental AllSeasonContact 2

Price: £100.19
Contact: *continental-tyres.co.uk*

IT may not have scored any victories in the dynamic tests, but the Continental is a highly accomplished all-season tyre that is a strong performer and great to drive in all conditions.

Despite a lack of top-spot finishes, the Conti was impressive in both wet and dry conditions. It came mid-table in dry braking and in snowy conditions, but its overall performance was one of the most versatile of any of the tyres tested.

If you want a capable all-rounder, it won't leave you feeling disappointed.

Hankook Kinergy 4S2

Price: £99.19
Contact: *hankooktire.com*

HANKOOK'S two-time winner remains a strong contender, with a set of attributes that are well balanced for the UK climate because it's biased slightly towards wet and dry.

In the snow it was third in braking, fifth in traction and fourth around the handling track, where it was good but not the best.

It's one of the noisier tyres, but not intrusively so, while it was mid-ranked for economy. Completing an impressive performance, it was third in dry braking and fastest in dry handling tests.

WINNER

Diamondbrite Tyre Dressing

AUTO EXPRESS PRODUCT AWARDS 2025 WINNER

Price: £7.99 **Size:** 500ml
Contact: *diamondbrite.shop*

IT'S a first-time win for the Diamondbrite Tyre Dressing, which topped the points chart with a combination of strong performance and great value.

Described as a 'quick tyre restorer', the dressing is sprayed on using the trigger bottle and instantly adds a gloss to the sidewall. Then, using an old paintbrush or sponge evens out the coverage. The smell of the product is slightly oily and reminded us of WD-40.

The initial shine soon fades to leave a satin blackness that makes the tyres look new. It was still there six weeks later.

With a cost per litre of £15.98, it outperformed rivals here that cost more than twice as much.

Diamondbrite
PROTECT | CLEAN | CARE
TYRE DRESSING
QUICK TYRE RESTORER
500ml

BRIDGESTONE

COMMENDED

Turtle Wax Wet'N Black Tyre Dressing

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £9 **Size:** 500ml
Contact: *turtlewax.co.uk*

IF you prefer a shinier look to your tyres, then the Turtle Wax Wet'N Black will have instant appeal, because a couple of squirts adds a lustrous look to the rubber surface of your sidewalls.

Since it's a trigger spray, you may need to use a brush or sponge to get an even finish across the surface, but the initial gloss settles down into a satin sheen after a few hours.

It was still looking fresh after our six-week test time too, although it wasn't quite as hardy as the rival Diamondbrite or Angelwax products. At £18 per litre it's reasonable value too.

TurtleWax
WET'N BLACK
TYRE DRESSING

Angelwax Enigma Elixir

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £23.99 **Size:** 500ml
Contact: *cleanandshiny.co.uk*

ADDING the word 'ceramic' seems to be fashionable in car care these days, usually on higher-priced products. We're not sure what ingredients the pricey Angelwax Enigma Elixir Ceramic Tyre Dressing contains, but we do know it works extremely well.

The sky-blue liquid goes on easily and the instructions suggest you can add a second coat after waiting for the first application to dry. But even with just the single squirt it gave a great result that was little changed after six weeks. It gave the best performance in the test, but the price means it will only appeal to those who demand the best.

Angelwax
ENIGMA ELIXIR
CERAMIC TYRE DRESSING

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TYRE
DRESSING
QUICK TYRE
RESTORER
eans and restores the original
appearance of rubber
500
500ml

Tyre shine

YOU can polish the paintwork and scrub your wheels until they shine, but grubby and dull rubber will always make your car look scruffy. A good tyre cleaner and shine will lift the whole look of your car and may help preserve the sidewalls, protecting them from the sun's UV rays.

For this year's big test we rated our biggest range of products ever. They varied from simple sprays that could be applied in seconds, to gels and fluids with their own built-in applicator pads.

To test them, they were applied to sections of tired and faded 15-inch Firestones fitted to a SEAT Ibiza. The immediate boost in appearance was rated, then we drove the car for six weeks and reassessed the blackness and shine to see if the products had staying power.

They were then rated for ease of use and value before we found our winner.

> **"WE DROVE THE CAR FOR SIX WEEKS THEN REASSESSED THE SHINE"**

Simoniz Back to Black Tyre & Trim

AUTO EXPRESS PRODUCT AWARDS 2025 COMMENDED

Price: £6 **Size:** 500ml
Contact: *tesco.com*

THE Simoniz Back to Black spray has been a regular feature in these awards, and with good reason.

First of all, it is the cheapest in the test by a good margin, working out at just £12 per litre.

The aerosol format means it is quick and easy to apply, and it also can be used on faded trim parts around the car. If you are tired after a quick car wash and just want to give the tyres and plastics a quick boost, then the Simoniz is simple and fast to use.

On the downside, you'll need to wipe it over to reduce the initially over-glossy finish.

SIMONIZ
Back to Black
Tyre & Trim
Tyre & Trim

ALSO TESTED

CarPro Darkside

Price: £12 **Size:** 500ml
Contact: *slimsdetailing.co.uk*

USES an unusual squirting lid, like a hand soap. Lasted reasonably well.

Soft 99 DiGloss Kamitore

Price: £20.99 **Size:** 800ml
Contact: *soft99store.co.uk*

THE Kamitore performed well initially, with a pleasing shine.

Gyeon Q^2 Tire

Price: £24 **Size:** 500ml
Contact: *cleanandshiny.co.uk*

ALARMINGLY glossy finish at first but it dries to satin. Pricey.

Alchemy Soul Glow 2000

Price: £12.99 **Size:** 500ml
Contact: *alchemycarcare.co.uk*

LOOKS very glossy for a few days. Not a front runner though.

Sonax Tyre Gloss

Price: £14.10 **Size:** 500ml
Contact: *sonax.co.uk*

BIG aerosol. Stays slightly sticky for a few hours, but lasts well.

Liquidtech Tyre Finish

Price: £9.99 **Size:** 500ml
Contact: *roadangelgroup.com*

GOOD value and gave a great satin finish. Didn't last as long as rivals.

Gtechniq Durable Tyre Gel

Price: £12.95 **Size:** 500ml
Contact: *gtechniq.co.uk*

CLEANED well, but didn't last until the end of our test.

Duel Profile Tyre & Trim

Price: £14.99 **Size:** 500ml
Contact: *duelautocare.co.uk*

GEL is lovely to use, but there was some fading and rivals are cheaper.

Shelby Tire Dressing

Price: £16.99 **Size:** 500ml
Contact: *cslshelby.com*

DRIED to a uniform finish and lasted reasonably well, but expensive.

Pure Definition Extreme Wet Gloss Dressing

Price: £9.95 **Size:** 250ml
Contact: *pure-definition.co.uk*

TINY bottle but it goes a long way. Wasn't as durable as rivals.

Autobrite Direct Classy Gel

Price: £12 **Size:** 500ml
Contact: *autobritedirect.co.uk*

SLIGHTLY patchy effect when first applied and didn't last.

Soft 99 DiGloss Giraedge Dressing

Price: £15.49 **Size:** 700ml
Contact: *soft99store.co.uk*

USES an integrated applicator. Looked great but didn't last.

Armor All Extreme

Price: £5.03 **Size:** 500ml
Contact: *halfords.co.uk*

TOP value and a convenient trigger pack, but the finish is short lived.

Infinity Wax Tyre Gel

Price: £15.99 **Size:** 500ml
Contact: *infinitywax.com*

CONVENIENT pop-top bottle. Nice finish but poor staying power.

Turtle Wax Trim & Tyre Gel

Price: £7.29 **Size:** 300ml
Contact: *amazon.co.uk*

SUITABLE for both tyres and trim, but it has no staying power.

PRODUCT OF THE YEAR

WINNER

Hydro V2 Spray Bottle

Price: £24.99 **Contact:** *hydrouk.co*

WHEN choosing the overall winner in our awards, we look for something that genuinely moves the game on. It must impress us when we first use it, and also be a product that we find ourselves reaching for repeatedly when looking after our cars.

The Hydro V2 is an innovation that isn't powered by a lithium-ion battery and doesn't use AI to make your life easier. It doesn't even have a plug, relying on human power instead. But it offers a clever design, great quality and decent value, and fulfils a need we didn't know existed until we tried it.

True, spray bottles are nothing new; they have been used in professional car washes to dispense pre-wash detergents for years. But using them for snow foam is a relatively new idea, catering for drivers who aren't using a pressure washer. Recent research showed that 36 per cent of people who clean their own car in the UK don't always use a jet wash, because either they can't access one, or it's just too much effort to set up.

There is another very good reason to use a spray bottle rather than a pressure washer: dosing. Some car care chemicals require careful measurement to ensure they are effective and safe to use, and it's difficult to be sure how much your pressure washer dilutes the products as they are fed into the water flow.

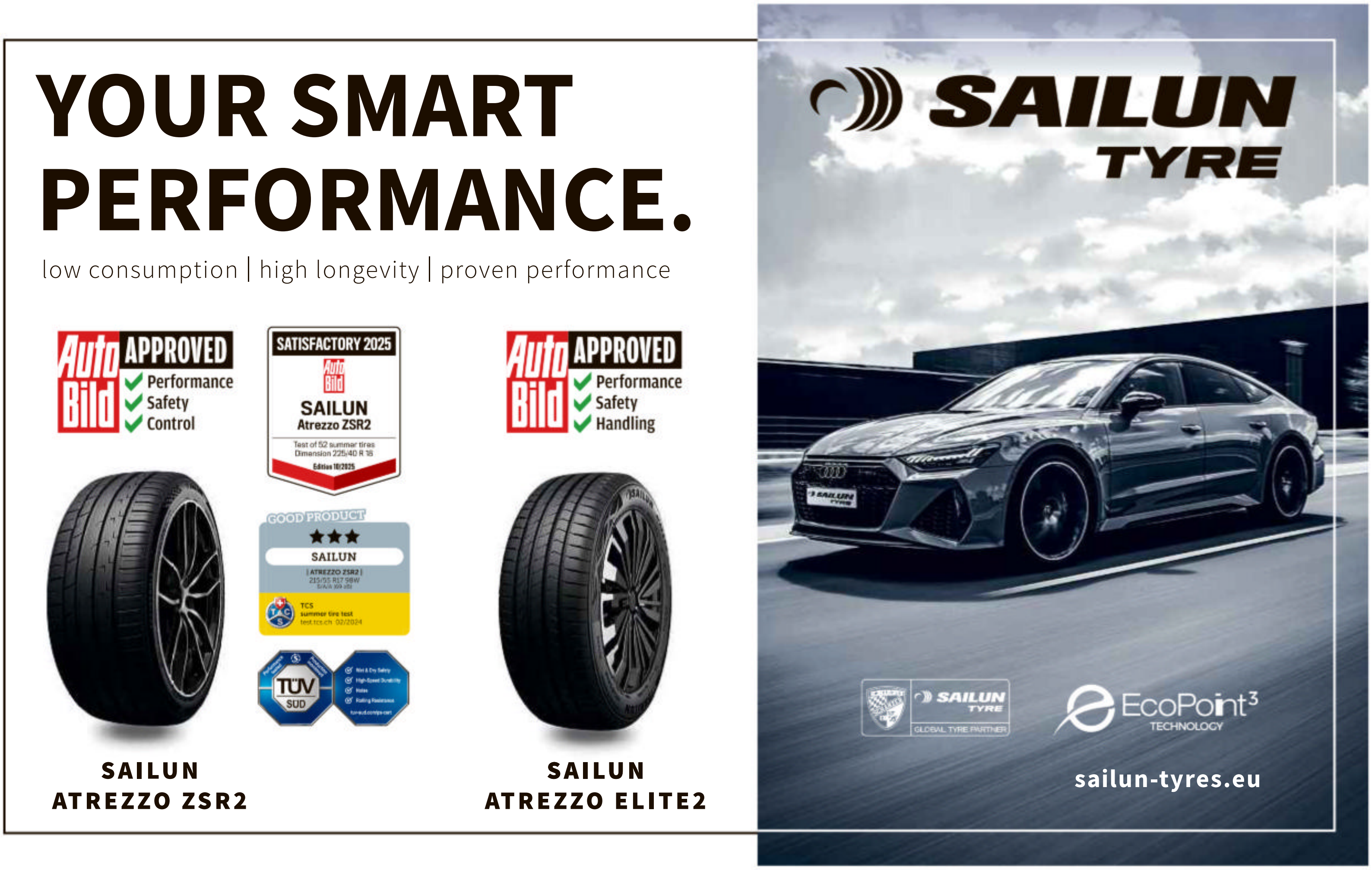
The Hydro V2 allows you to dispense spray foams and coatings quickly and easily, making sure you are getting the mix ratios exactly as the maker instructs. This means they will be more effective, and you're likely to save money by using less too.

Measuring is made even more accurate because the Hydro has a separate dosing cap. Rather than you relying on vague markings on the side of the bottle, a small lid unscrews from the shoulder of the V2 and this houses a marked cup for measuring small quantities of liquids for dilution.

Using the Hydro is little more work than a pressure washer, since it uses hand pump power. But the bottle has a wide base to ensure stability and there are metal components in key places, suggesting it is built to last.

As well as snow foam, the Hydro can spray sealant coatings, and it is supplied with two nozzles to ensure the appropriate spray pattern can be achieved for the product being used.

So congratulations to Hydro on its win – we're sure the company will be toasting with a bottle of bubbly.



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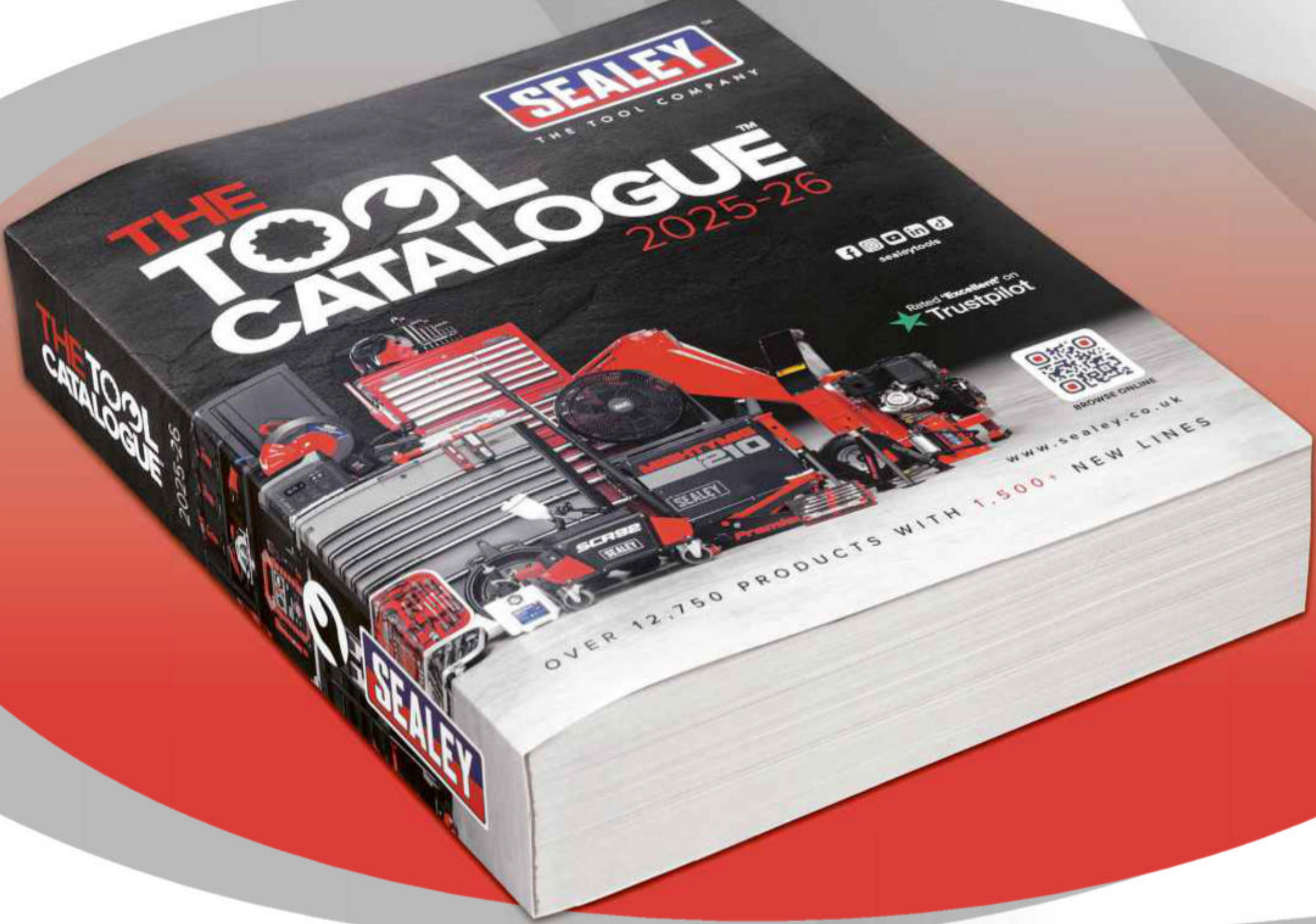
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Our picks for space and kit

BUYING CARS

IT'S OKAY TO OWN THE BASE MODEL

TOM JERVIS

Auto Express' consumer champion gives his expert insight on why the entry-level editions are often the sweet spot in any model range

WE live in an incredibly polarised society, with people demonised for even the most trivial thing. Now, while I condemn this type of behaviour, there is one group of individuals that I, as well as I'm sure many other car enthusiasts, think are fair game: those who 'upbadge' a car.

For those unfamiliar, 'upbadging' is the act of affixing the logo of a more premium model on your car in order to trick passers-by into thinking your vehicle is more expensive than it is. These badges are easy to come by, and they cost a lot less than the actual step up to a more luxurious model.

Now this all may seem harmless, if a tad conceited, but it's also pointless. Your average person won't be able to tell the difference if there's an extra badge on the bootlid, while true car enthusiasts will pick you out as an imposter. But what's most frustrating about upbadging, however, is that while it's easy to be ashamed of owning the 'base' model, put your pride aside and you'll see that entry-level cars are often more attractive than you'd expect.

The cheapest Tesla Model Y, for example, has all the range and performance most buyers will ever need, so stepping up to the Long Range model (or even the top-spec Performance) is a waste of money unless you plan to spend most of your days on the motorway or the drag strip.

The Skoda Octavia is another perfect illustration of why baseline models don't have to feel unadorned; the cheapest SE Technology version gets heated seats, a touchscreen, wireless phone charging and front-and-rear parking sensors.

Typically, the only incentives to step up to the range-topper (other than bragging rights) are some blink-and-you'll-miss-it visual upgrades; S line Audis, for example, usually feature blingier wheels, tinted windows and, of course, lots of extra badges to justify the premium you pay for them.

In fact, the thousands you'll spend on specifying your car to the limit won't necessarily pay dividends in the long run. Perhaps surprisingly, many car-valuation firms frequently predict that base cars with lower starting prices will hold their value a little better over the course of ownership, compared with top-spec examples.

So, next time you're about to immediately ignore the base model in a range because it doesn't have an additional shiny badge on the exterior, just remember that it's what's on the inside that counts – and don't let anyone tell you otherwise.

> **"UPBADGING IS POINTLESS. THE AVERAGE PERSON WON'T BE ABLE TO TELL IF THERE'S AN EXTRA BADGE, BUT ENTHUSIASTS WILL"**

36th POSITION BMW X3 Mk

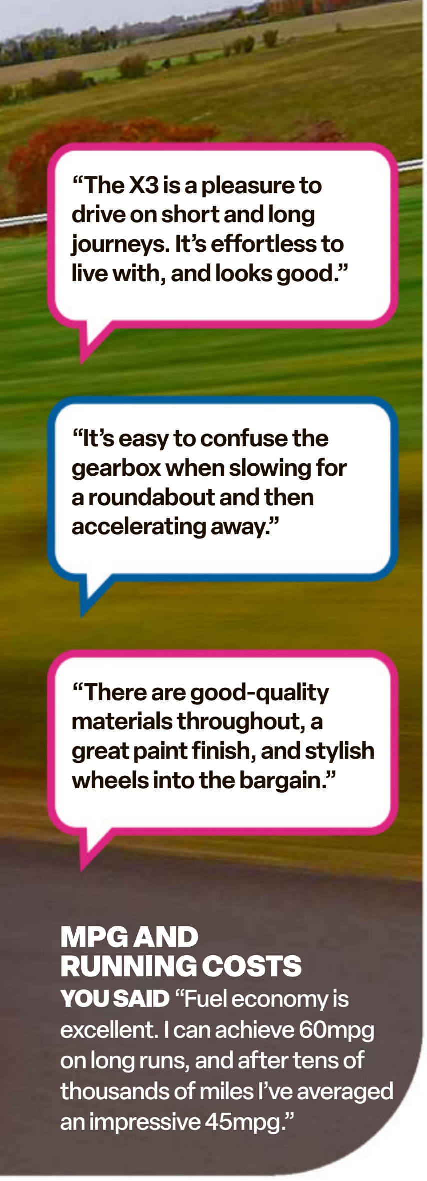
USED PRICES FROM: £18k **YEARS:** 2017-2024 **CO₂:** 133-167g/km **FUEL ECONOMY:** 44-47mpg (20d) **BEST OPTIO**

RIDE AND HANDLING

YOU SAID “The chassis generates lots of grip and there’s limited body roll, while the well weighted steering gives me plenty of feedback. It’s very comfy too, even with sports suspension.”

INTERIOR AND COMFORT

YOU SAID “There’s ample adjustment in the seat to provide a good driving position – even though I’m much shorter than average. All-round visibility is great, helped by the 360-degree cameras.”



"The X3 is a pleasure to drive on short and long journeys. It's effortless to live with, and looks good."

"It's easy to confuse the gearbox when slowing for a roundabout and then accelerating away."

"There are good-quality materials throughout, a great paint finish, and stylish wheels into the bargain."

MPG AND RUNNING COSTS

YOU SAID "Fuel economy is excellent. I can achieve 60mpg on long runs, and after tens of thousands of miles I've averaged an impressive 45mpg."

Richard Dredge

A FEW months ago the first X3 Mk4s hit UK roads, but here we're looking at the Mk3, which arrived almost eight years ago. Given its age, it's perhaps no surprise that the X3 Mk3 achieves a so-so result in our survey – although it still manages to beat the Range Rover Evoque Mk2 and VW Tiguan Mk2, along with the third-generation Nissan Qashqai and Ford Kuga. Of the X3 owners who took part in our survey, just 10 per cent owned a plug-in hybrid edition, with most opting for diesel.

The BMW's highest rating, and its only one in the top 10, is eighth for the slick automatic transmission. But there are three 11th places, for seating versatility, boot space and the number of cubbyholes dotted around the cabin. Not far behind is the sensitivity of the touchscreen displays, in 15th place. Rear-seat legroom ranks 19th and the quality of the cabin materials comes 21st, but most other categories are in the bottom half of the table.

Along with 46th for ride quality and servicing costs, the X3 ranks a disappointing 48th for other running costs such as insurance, while reliability comes in at 41st. Owners also aren't impressed by the value for money that the X3 represents; it came 48th out of 50 for this.

3

NS: Surround view, active cruise control, Premium Package

WHAT DO YOU LIKE?

"My X3 is whisper-quiet when it's in electric mode, and there's hardly any noise when the engine is running."

"The smooth-changing automatic transmission is great, with its manual options and various modes."

"BMW has used the interior space really well, so I can accommodate my golf clubs and my other luggage."

"Due to the strong residuals, I'm paying the same for my £53k car on a PCP as I was for my £34k 1 Series."

WHAT DON'T YOU LIKE?

"I've owned four X3s over the past eight years and this one has by far the worst-quality paint and panel fit."

"Crazy maintenance costs: £300 for a new battery in the shark-fin and £340 for an oil and filter change."

"The infotainment wheel is too near the front passenger seat, so it's easy for them to change things by mistake."

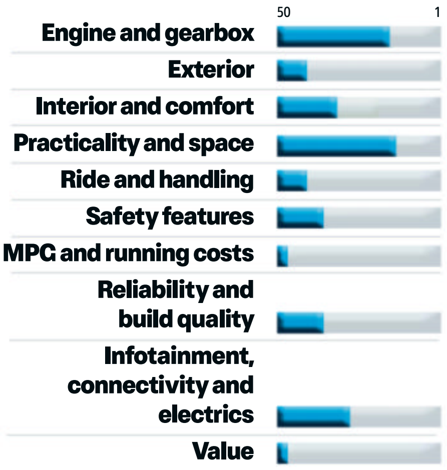
"The software crashes and BMW can't fix it. The tech has gone too far for the technicians to keep up."

86.24%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

CATEGORIES **YOUR RATINGS**



PRACTICALITY AND SPACE

YOU SAID "There's lots of boot space, especially with the under-floor storage and the versatility of a 40:60-split folding rear seat that also slides back and forth. Those back seats fold flat, and the tailgate opening is large and square, so it's perfect for me."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinions and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'S GUIDE Subar

FROM £20,000 Subaru's off-road estate is a left-field choice. Here's what to look out for

Richard Dredge

THIS year marks three decades since we had our first glimpse of the original Subaru Forester, albeit in concept form. It was at the 1995 Tokyo motor show that the Subaru Streega was unveiled, and the first-generation Forester went on sale two years later.

Always a left-field choice for those who can't decide between an SUV and an estate car, the Forester combines elements of both, with four-wheel drive as standard.

We're now on the sixth-generation Forester, which arrived in 2024, but here we're looking at the Mk5, which was Subaru's most popular model in this country when it was launched.

HISTORY

THE Forester Mk5 reached UK showrooms in November 2019 with one powertrain option. That was a 2.0-litre four-cylinder petrol engine, backed up by a lithium-ion battery powering a 16bhp electric motor.

This set-up produced 148bhp, which was sent to all four wheels via a continuously variable transmission; no other powertrains would be offered throughout the life of this generation of Forester.

A facelift arrived at the end of 2022, with a Sport edition slotted in between the XE and XE Premium. There was a new front-end design, extra driver-assistance systems, and recalibrated suspension for a more comfortable ride.

WHICH SHOULD I BUY?

YOU don't have too many choices to make, because the model range was narrow and there aren't that many Foresters on the used market. You'll probably end up with the option of an XE Premium, or maybe a Sport.

Whatever you buy it'll be well equipped, with the entry-level XE having LED headlights, an 8.0-inch touchscreen, electric adjustment for the front seats, Apple CarPlay and Android Auto, 17-inch alloy wheels and adaptive cruise control. The XE Premium adds privacy glass, 18-inch wheels, a sunroof, heating for the steering wheel and rear seats, leather trim, a powered tailgate and satellite navigation.

RUNNING COSTS

ALL Foresters need to be serviced every 12 months or 12,000 miles, and it's not cheap – even a basic service is priced from £422, rising to £720. At least there's no cambelt to replace; that's a £750 job on older Foresters.

Pre-facelift Foresters sit in insurance group 16 but later cars are in group 23. That's quite a difference, but for this type of car even group 23 is pretty low – a rating helped by the huge list of standard safety kit.

Most Foresters cost less than £40k new, but later XE Premiums were priced at a little more than this, which means a £620 road tax bill until the car's sixth birthday. What you'll notice the most though, is the car's thirst. Despite the hybrid powertrain, you can expect 30mpg, although Subaru claimed 34.7mpg as a realistic average.

PRICES

XE Premium is the most common Forester trim, but there are a few XEs for sale, and these start at £21,000 for a 30,000-mile example from 2020.

An equivalent XE Premium costs around £1,000 extra, but there are significantly more of these out there on the market, including some high-mileage examples, which is why prices start at £20,000 for something that's done 60,000 miles.

Some dealers are asking for as much as £35,000 for the newest Mk5s. These are typically on a 24 or 74-plate with around 3,000 miles on the clock, but there are some with delivery mileage for the same money.

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

AT THE WHEEL

Driving experience lets down the Forester; it feels decidedly top-heavy and wallowy, while the engine is noisy. It's much more capable off road though

✓CHECKLIST

ON THE PULL

All Foresters are able to tow up to 1,870kg, which means that you can pull pretty much any single-axle caravan, and some twin-axle models.

GOING SPARE

All Foresters come with a tyre repair kit instead of any kind of spare wheel. But there are plenty of suitable space-saver wheels available from as little as £150.

RECALLS

SUBARU has a good record when it comes to recalls. It has issued 12 of them against the Forester, although some of those concern models built as far back as 2003.

The Forester Mk5 has been recalled just twice, although the first campaign affected just a small number of very early cars. These were fitted with faulty ignition coils which could fail and damage the catalytic converter.

The second recall came in September 2022 and affected 99 cars made between November 2020 and June 2021. These were fitted with sub-standard fuel pumps which could fail, leading to the engine refusing to run. The solution was to fit a new fuel pump.

ALTERNATIVES

THE Forester is up against such talented rivals as the Ford Kuga, Mazda CX-5 and Toyota RAV4, all of which offer plenty of showroom appeal and are easier to find.

That's also the case for the Hyundai Tucson and the Kia Sportage, which also come with long warranties.

Stellantis brought you the Citroen C5 Aircross, Peugeot 3008 plus the Vauxhall Grandland, while the Volkswagen Group offers the SEAT Ateca, Skoda Karoq and Volkswagen Tiguan, or the Audi Q3 if you want to spend a bit more.

You should also consider the Renault Austral and Honda CR-V, along with the Nissan Qashqai. All of these alternatives are more readily available than the Subaru.

u Forester Mk5

PRACTICALITY

One thing the Forester has in huge supply is space, for passengers and luggage. Dial allows you to select driving mode

INTERIOR

COMPARED with its predecessor's, this Forester's cabin is streets ahead for design and quality. There's no digital instrumentation so it doesn't feel as modern as rivals, but there's a high-quality feel to the dashboard, which is logically laid out, even if three information screens might seem like overkill.

Where the Forester really scores is with practicality. All-round visibility is superb, there are several large cubbyholes dotted throughout the cabin, and there's no shortage of head and legroom for everyone wherever they're sitting. There's no seven-seat option, however. Boot space is excellent at 520 litres with the back seats in use, or a hefty 1,779 litres with them folded down.

SAFE WORD

Euro NCAP rated the Forester safest in class in 2019, thanks to its ultra-strong structure and the standard fitment of a suite of high-tech driver-assistance systems.

PEACE OF MIND

We couldn't pin down any fault patterns for the Forester, although reliability is a bugbear with owners, according to our Driver Power surveys. All Foresters came with a three-year/60,000-mile warranty.

ON THE ROAD

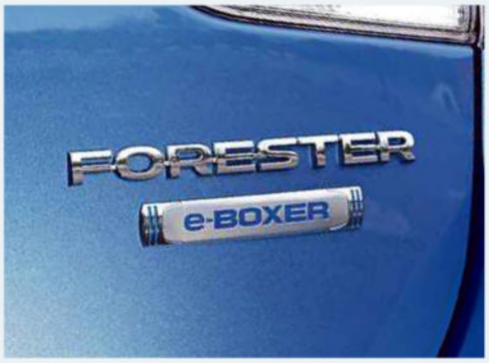
THERE isn't much to like about the Forester's driving experience. Things get off to a bad start with a rather weak engine that's combined with a continuously variable transmission (CVT); it becomes very raucous very quickly when you're accelerating.

At higher speeds there's quite a lot of wind noise, and in corners the Subaru feels rather top-heavy. So it's poor on road, but it's much more accomplished off it.

DRIVER POWER

IN 2024, Subaru claimed just 0.12 per cent of the UK new-car market. The brand wasn't in our 2024 survey, but three of its models appeared in 2023, including the Forester Mk5, in 29th place out of 75.

Owners don't like the functioning of the safety systems, high running costs, poor acceleration or reliability, but they do love the quality, handling, ride comfort, practicality and reassuring brakes.



VERDICT ★★★☆☆

IN a very competitive segment, the Forester struggles to challenge. That's not to say it's a lost cause though, because this is a car that's genuinely good off road, crammed with safety kit (and equipment in general), plus it's pretty well put together.

But Subaru didn't put enough effort into honing the Forester's on-road prowess, and the lack of powertrain options further limits its appeal. Now that the fifth-generation Forester is available only as a used buy, high running costs have become apparent, in part because the e-Boxer hybrid set-up isn't as frugal as Subaru claimed.

Skoda Kodiaq Prices from £39,000

1

THE Skoda Kodiaq embodies all that the Czech firm stands for: solid value for money, quality, practicality, and a few little surprises that add to the ownership experience.

You can have the Kodiaq as a five- or a seven-seater, and we'd go with the latter to have as much flexibility as possible. There's 845 litres of boot space in five-seat mode, but even with all seven seats occupied you've got some luggage room to play with.

The Kodiaq is a little unusual in the large SUV sector for still offering a diesel engine, alongside a petrol with mild-hybrid assistance. The diesels can manage around a combined 50mpg, while you can also have plug-in hybrid power for an electric-only driving range of up to 62 miles and a six per cent Benefit-in-Kind rate for company users. The Kodiaq is a great long-distance cruiser.

PROS

Good value for money
Generous boot space
Clever cabin options

CONS

Fidgety ride on bigger wheels
Flimsy-feeling rotary dials
Ordinary looks

BUY THROUGH AUTO EXPRESS!

Scan the code to check out deals on the Skoda Kodiaq

BEST LARGE SUVs TO

FROM £36,225 Large SUVs are big on comfort, practicality and versatility. Here's our pick of the best

Hyundai Santa Fe Prices from £47,890

3

THERE'S more than a dash of the Land Rover Defender to the Santa Fe's attitude, yet it is distinctly its own design thanks to those angular lines and H-themed headlights.

Hyundai fits the Santa Fe with seven seats as standard and the rear pair fold nice and flat to create a gigantic boot space – or you can fold them all down for a van-like 1,949 litres. You can even have your Santa Fe as a luxury six-seater, along with a choice of three trim levels.

There are hybrid or plug-in hybrid options. Both use a 1.6-litre petrol engine, which does an excellent job of providing performance, economy (a little more than 40mpg for two-wheel-drive versions, a little less for the AWD) and a hushed ride. The PHEV claims 38 miles on a charge, which should be useful in town.

PROS

Comfortable to drive
Head-turning design
Generous equipment

CONS

Engine noisy when worked hard
Expensive to buy
No diesel option

BUY THROUGH AUTO EXPRESS!

Scan the code to find great deals on the Santa Fe

Kia EV9 Prices from £65,035

2

PROS

- Very comfortable ride
- Seven-seat practicality
- Superb range, fast charging

CONS

- Efficiency could be better
- Feels unsettled at low speed
- High insurance costs

BUY THROUGH AUTO EXPRESS! Scan the code for the best Kia EV9 models in stock

YOU can't miss the Kia EV9. It's big, it's bold, and it looks a bit like it should be a concept on a motor show stand.

The cavernous interior fits seven plus luggage, so there have been minimal compromises in packaging all that EV technology. The first five occupants get plenty of space, while the third row is better suited to kids, and the driver faces a pair of large screens for all the vital information and infotainment functions.

The EV9's headline 349-mile range (thanks to a near-100kWh battery pack) should be more than enough for most owners, and make longer jaunts relatively comfortable, although a figure in the 200s is more realistic, and the EV9's size means it's not especially efficient. We'd stick to the single-motor model to maximise your range – the 378bhp dual-motor car seems like overkill for family use.

BUY

on the market today

Shane Wilkinson
Shane.Wilkinson@autoexpress.co.uk

LARGE SUVs are among the UK's most adaptable and capable cars, with everything from a family-friendly cabin to a big boot and plenty of luxury and safety tech. Our expert road testers have examined and driven every large SUV on sale, and these are the best of the breed.

Kia Sorento Prices from £42,675

4

PROS

- Practical, spacious interior
- High equipment levels
- Four-wheel drive standard

CONS

- Uninspiring to drive
- Cabin materials could be better
- Slightly unrefined engines

BUY THROUGH AUTO EXPRESS! Scan the code to spec your new Kia Sorento

IT'S no surprise to us that Kia has two entries in this top 10. The Sorento is simply one of the best choices you can make, and it offers an alternative to those drivers not ready to switch to the Kia EV9's all-electric powertrain.

The Sorento has space for seven, and Kia packs it full of all the tech and safety gear you could want to keep the family and those outside as safe as possible. The cabin is attractive and the tech is pretty easy to use.

The Kia is not offered as a full EV, instead coming with hybrid, plug-in hybrid, or diesel power. As a result, you can still have a Sorento capable of EV driving when necessary (for 35 miles, give or take), or the simplicity of just filling up with diesel and driving for hundreds of miles, courtesy of claimed economy of up to 43.5mpg, and a lower price tag to boot.

Volvo XC90 Prices from £65,450

5

PROS

Neat, unfussy design
Room for seven adults
Slick Android infotainment

CONS

Petrol engines' efficiency
Showing its age
Light steering

BUY THROUGH AUTO EXPRESS!

Scan the code to find a great deal on a Volvo XC90

ANYONE wanting a large SUV that speaks of quality, comfort and success has plenty of options. The Volvo XC90 does this, but in its own subtle, Scandinavian style, so don't expect any brash design or frivolous gadgets.

The XC90 is a brilliantly practical, seven-seat large SUV that will transport the family with ease. It serves comfort in spades, and has a finely detailed cabin.

Opt for the B5 petrol engine, and efficiency is nothing special. Volvo abandoned diesel a while back, so the XC90 really has no answer to non-plug-in models from other brands. The T8 plug-in hybrid's 217.3mpg is more like it, but for the best economy, you'll have to make as much use as possible of the 44-mile EV range.

Land Rover Discovery Prices from £64,610

7

PROS

Clever tech options
Comfy and quiet
Spacious and practical

CONS

Divisive styling
No plug-in hybrid version
High CO_2 emissions

BUY THROUGH AUTO EXPRESS!

Scan the code for top deals on a Land Rover Discovery

IT'S come a long way in more than 35 years, yet the latest Land Rover Discovery continues to show the same flair as the original did. Wherever you choose to drive your Discovery, it will take you and a further six occupants there in top-drawer comfort.

As with many seven-seat SUVs, the rearmost pair of chairs are less spacious than those further forward. They leave just 172 litres of boot space when they're in place, but drop them and you've got 722 litres to play with.

The Disco hasn't kept up with the times like some of its siblings. There's no hybrid, plug-in hybrid or EV here; just a single diesel at the time of writing, the turbocharged inline-six D350, good for 34.8mpg and 213g/km of CO_2.

Peugeot 5008 Prices from £38,590

9

PROS

Stunning cockpit
Comfy and refined
Hybrid and EV offered

CONS

Slightly fidgety ride
Laggy infotainment
i-Cockpit not for all

BUY THROUGH AUTO EXPRESS!

Scan the code for our best offers on the Peugeot 5008

SITTING in the Peugeot 5008, you wonder how the firm has made something this stylish and still kept the price competitive with its main rivals. The digital i-Cockpit in its latest guise looks fantastic, and works really well.

The driver is at the centre of the 5008's cabin experience and it feels special in a way that you usually only find in large SUVs costing much more. But Peugeot hasn't lost sight of basic practicality, so there's good room in the two rear rows and a sizeable boot, with 348 litres even in full seven-seat form.

The 5008 doesn't guzzle fuel, either, with a claimed 50mpg for even the mild-hybrid. If you get the electric E-5008, then an official range of 415 miles really stands out.

BMW X5 Prices from £73,430

6

PROS
- Good to drive
- Seven-seat option
- Luxurious and comfy

CONS
- Limited drivetrains
- Not the best off road
- Expensive option packs

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great BMW X5 offers

THE BMW X5 is an established pillar of the large SUV community, and it shows in the way this car is still as desirable as it was when the first generation wowed the world in 1999.

You can have the X5 with seven seats or five. BMW's build quality has always been pretty good, but the latest cars, like the X5, are among the most solid-feeling in their class, and the materials are luxurious, too.

Where this X5 differs from its predecessors is that you can have it with a plug-in hybrid powertrain that offers up to 67 miles of EV range. Combined with a silky smooth six-cylinder engine, the xDrive50e PHEV is as good as it gets with the X5, although the diesel and petrol engines are also appealing.

BMW iX Prices from £75,315

8

PROS
- Interior quality
- Efficient
- Great to drive

CONS
- Smaller boot than rivals
- Expensive to buy
- Polarising looks

BUY THROUGH AUTO EXPRESS!
Scan code to find great leasing deals on the BMW iX

NOW that discussion of the BMW iX's styling has died down, we can appreciate it as one of the best electric SUVs on the market.

With the need to seat just five on a space-efficient EV platform, the cabin is very roomy whichever seat you're in, and the 500-litre boot is decent, too, although it's clear BMW has prioritised passengers over luggage. The interior design and materials are also top-notch – it's a hugely appealing space.

Recent updates have seen the iX line-up revised and an increase in both performance and range. The xDrive40 now does 364 miles, 100 miles more than its predecessor, while the xDrive60 does 426 miles, and the sporty M70 (replacing the old M60) goes 366 miles.

Nissan X-Trail Prices from £36,225

10

PROS
- Spacious interior
- Good safety kit
- Decent residual values

CONS
- Hybrid not that efficient
- Warranty just three years
- Boot could be bigger

BUY THROUGH AUTO EXPRESS!
Scan the code to find great deals on the Nissan X-Trail

AT first glance, the Nissan X-Trail seems like a traditional large SUV, so you might wonder why it makes it into our top 10. It's simple: the X-Trail is a superb family car.

Take a look inside and you'll find lots of space. Nissan doesn't quote figures for boot capacity in seven-seat mode, but 585 litres with the rearmost row folded makes the X-Trail practical as a five-seater.

There are three powertrains, all using a 1.5-litre three-cylinder engine. You can pick from a standard petrol unit, a mild-hybrid, or the e-Power that uses the engine as a range-extending generator to power an electric motor. The e-Power set-up works well, but efficiency is only average, at around 50mpg.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional levy that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i**5** - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Max	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression 4x2	52.3	9.8	122	24	£24995
1.2 TCe (130) Expression 4x4	47.1	11.2	134	24	£27195
1.6 Hybrid (140) at Expression 4x2	61.4	9.7	105	24	£27995

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (122) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (122) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (161) at Essential L. Range	249	10.7	0	N/A	£TBC
71.2kWh (161) auto Plus Long Range	249	10.7	0	N/A	£TBC

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm

Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm

Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm

Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm

Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm

Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR
(not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR
Xperience Lux: add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR
Xperience Lux: add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

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AUTO EXPRESS

NOT before time, there's growing evidence that vehicle makers accept they've pushed their luck as far as they dare with the naughty, inflation-shattering price hikes that force some customers out of the new-car market. The latest, logical plan is to start pricing them back in again.

Understanding this better than most are manufacturers in Europe's eastern quarter and on mainland China – thus their latest, circa £15k models.

The Best Bargain Car of the past few months (the Dacia Spring) has just been succeeded by the marginally more convincing Leapmotor T03, which in turn might be beaten by BYD's Dolphin Surf later this year. But genuine bargains don't have to be the absolute cheapest models, as Dacia's Duster (from £19,380) and Bigster (£24,995) prove.

> **"KIA CONFIDED IN ME THAT ITS RANGE WAS ABOUT TO BECOME MORE EXPENSIVE, WHICH IT DID. SEVERAL ONCE-LOYAL BUYERS WERE THEN FORCED TO SHOP ELSEWHERE"**

France-based firms are the current champs of Western Europe for marketing brilliant, sensibly priced, small to medium state-of-the-art cars. Citroen's electric e-C3 is a steal at £22,095, and also world-class are the Renault 5 (£22,995) and imminent Renault 4 (let's pray for a bog-standard version with rubber mats) from just £24,995.

MINI's much-need Spring sale (8-12 May) came and went too quickly, but discounts can and should still be had. Volkswagen's bigger, longer sale runs until 19 May. "May we have your attention?" the company asks of the new buyers it seeks. Only if you bring your entry-level Polo down below the £20k price point is my reply.

Looking pricey lately are Japanese and Korean cars. Honda is beginning to redeem itself with £5k off its e:Ny1, but the price-cutting "Toyotathon" event ends on 31 May, and reductions of up to £1,000 are less than generous.

As for Kia, many moons ago when it was selling some models at under £10k, I said to senior company reps in South Korea and Britain that they were free to use the Kia = Keeping It Affordable sales line I'd dreamt up. The company liked it, but quietly confided in me that its model range was about to become more expensive, which it did. The result? Several once-loyal buyers were forced to shop elsewhere. But now the firm has seemingly adopted a softer retail pricing strategy. The EV6, for instance, has just dropped below £40,000, which is where it should have been at launch four years ago.

Better still, Kia's PV5 range of light vans arrives in the UK this year, with funky motorhomes and futuristic mobile offices probably coming later. All PV5s look good and are strangely desirable – with the added bonus of undercutting direct competitors. Just as many of the firm's cars did a decade or more ago.

Thankfully then, Kia is – in part at least – returning to its Keeping It Affordable roots. Which is where Korea's favourite automotive brand does its best work.

MIKE RUTHERFORD

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